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WORCESTER AS A RESIDENTIAL CITY —Page 8.

THE
Worcester Magazine

DEVOTED TO

Good Citizenship and Municipal Development.

VOL. VII

JANUARY-DECEMBER, 1904.

PUBLISHED BY

The Board of Trade, Worcester, Mass.

WORCESTER, MASS.
PRESS OF F. S. BLANCHARD & CO.

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THE WORCESTER MAGAZINE

JANUARY

1904

DEVOTED TO

Good Citizenship and Municipal Development

PUBLISHED MONTHLY BY THE BOARD OF TRADE

WORCESTER, MASSACHUSETTS,

U. S. A.

F. J. Charbonneau Co.

The Hat That Will Always Look New.

It is no exaggeration to say that we are the largest retailers of Men's Hats in Worcester.

The way we made a success of selling Hats is no secret. Hundreds of satisfied customers send us new business right along. It did not take long to have the fact become known that we had the biggest and best assortment of Hats in town.

When a man comes to us for a Hat he gets only the best for the money, and our facilities enable him to choose just the Hat he wants—

The Hat That Will Always Look New

because it fits the face as well as the head.

What we say of Hats is equally true of our Men's Furnishings. For style, they can't be beat, and the variety is so large that one can not fail to suit his tastes.

F. J. Charbonneau Co.,

Hatters, Furnishers, Tailors, 8 Front Street.

The Worcester Magazine.

Vol. VII. JANUARY, 1904. No. 1.

This magazine is published by the Worcester Board of Trade. Its reading pages are devoted solely to municipal development, good citizenship and the business welfare of Worcester. Space in these pages is not for sale.

MAGAZINE AND MUNICIPAL COMMENT.

THE WORCESTER MAGAZINE.

With the present number, a change is made in the makeup of the Worcester Magazine, in an endeavor, it is hoped not wholly unsuccessful, to bring its reading pages more closely into touch with the legend printed on its cover, "Good Citizenship and Municipal Development."

Its publication was begun by the Worcester Board of Trade three years ago, not as an organ of the Board, but as a method of inculcating a deeper public spirit and in order that higher ideals of civic life might become living and potent forces in the community, believing that whatever makes for good citizenship also tends to municipal development.

To say that the Magazine has fallen short of so lofty a purpose is simply to say that its ideals and aims have been in advance of its performance, which is submitted as its chief claim to the kindly consideration of its critics and to the earnest and cordial support of the public spirited citizens of Worcester.

It is not published as a money-making venture. Aside from the legitimate and actual cost of publication no individual or firm receives any pecuniary benefit, and it is the purpose of the committee in charge to apply any receipts in excess of cost to the improvement of the magazine and to extending its sphere of usefulness.

As a publication of the Board of Trade the Worcester Magazine is not only the instrument of the Board, but in a peculiar sense it is the exponent of the public spirit, business enterprise and civic pride of the citizens of Worcester. To this end its reading pages should give evidence of their interest in the discussion of topics of municipal concern, and its columns are open to any contributions in accord with the purpose and spirit of the Magazine.

The character of the Magazine is formed not less by its advertising than by its reading matter, and no purely local publication issued by a civic organization like the Worcester Board of Trade composed of over five hundred members from both business and professional ranks, can ever be creditable to the Board which issues it or to the city it represents if, in its advertising pages, the leading manufacturers of the city, to whom its reputation is chiefly due, are conspicuous by their absence.

Upon those public-spirited citizens who believe there is a field and an opportunity in Worcester for an association devoted to "Good Citizenship and Municipal Development" and to those business men upon whom the material prosperity of the city so largely depends, the Committee on Publication places the responsibility for both the character and the success of the Worcester Magazine.

THE TRUSTS IN WORCESTER.

The consolidation of great industrial and financial interests seemed for a time likely to produce as marked changes as the introduction of the factory system, in our manufacturing industries. The very size of an aggregation like the Steel Corporation dazzled the beholder and the intricate and occult relations of supply and demand became so confused in a complicated network of varied interests that the ordinary standards by which calculations for the future are made, became useless.

The argument that a material saving was possible by greater economy in production and distribution was met by forebodings that under the strain of a reduced demand or a tight money market many of what were believed to be over-capitalized corporations, would find themselves in the condition of a ship in stormy weather with its sails full spread. Fears were had that a combination of a score of manufacturers in one organization would deprive the public of that healthful competition which enables the consumer to secure their product at a fair price.

The shifting of proprietorship by which former owners were reduced to the ranks of employees, or relegated to the rear; the consolidation of executive functions which set loose hundreds of employees, trained to a particular and accustomed routine of duties, to shift for themselves and rely, when past middle life, upon the precarious chances of a labor market already overstocked, called attention to some social as well as some economic aspects of the industrial movement, not entirely devoid of serious apprehension, tinged with the bitterness of disappointment. The change from private to corporate ownership, on so mammoth a scale, destroyed that sense of personality which existed between employer and employed, and the responsibility of individual ownership was transferred to "powers in the air" and the mandates which once emanated from the local counting room and board of directors now came from "general offices" hundreds of miles away, and the disadvantages of a system which includes an "absentee landlord" is being felt in many localities;—a system to be deplored anywhere and everywhere because it fails to take account of humane relations or of business considerations aside from the balances of the ledger.

Worcester is fortunate that her industries are so varied that they are unlikely to become wholly absorbed in these gigantic consolidations, and doubly fortunate that many of her larger industries not yet absorbed have grown up in her midst from smaller beginnings and have not lost the flavor of the soil from which they sprang, and that the peculiar and intimate relationship of employed to employer still exists.

OUR FOREIGN ELEMENT.

The present number in the series of articles on the foreign element of Worcester by Dr. Mix is devoted to the Finns. These articles, each relating to a separate nationality, have been of unusual interest and will have served a good purpose if they have called attention to the foreigner, and also to the work Dr. Mix is attempting to do through the City Missionary Society. In this work Dr. Mix is obliged to rely chiefly on the support of the Protestant churches in Worcester, handicapped, as all distinctively church work is, by the latent suspicion in some minds that the chief object is proselyting. The foreigners in Worcester are, for the greater part, quick, intelligent and ambitious to fit themselves to their new environments. They are here to stay and their descendants are to form a part of the body politic. As a rule they are desirous of co-operating with any effort to teach them the English language and to introduce them to any honorable means of livelihood. They are pleased when opportunities are afforded by which they can assume the responsibilities of their own advancement. The Catholic churches of Worcester are deserving of great praise for their interest in the foreigners who come into their parishes, and material aid should be given in support of the influences constantly exerted by the Catholic clergy of Worcester, as well as by Dr. Mix, in

behalf of sobriety, thrift, and good citizenship among our foreign element.

THE ITALIAN IN WORCESTER.

Boston has its Italian Aid Society and some of its methods are adapted to Worcester with its increasing Italian element. Protection is needed in many cases against the contractors who farm out the services of the poor and uneducated Italian emigrant. Situations on farms and at other labor in the country would remove some from the squalor of large masses herded in close city tenements, or in the turf shanties of some contractor. Many Italians are from rural districts and are accustomed to work upon the soil. By a slight effort the needs of the farmers and gardeners in Worcester County could be well supplied by willing, industrious and honest helpers, who only require kind and courteous treatment to make them familiar with the Yankee methods of agricultural work. Encouragement in the habits of thrift, and sometimes protection from sharpers of their own race, is needed for the safety of their earnings. The character of the Italian emigrants will become more attractive the more it is closely studied. They have an ingenuous simplicity, a grateful appreciation for favors and a submissive confidence that renders them an easier prey to the cupidity of others, but which enlists our sympathy. A little aid and encouragement by one speaking their own language to many a new comer, homesick and discouraged, is like a breath of his own sunny Italy.

JOHN MITCHELL'S BOOK—"ORGANIZED LABOR."

In this number a contributor has given a short review of Mr. Mitchell's book, which, as the utterance of a labor leader brought into national prominence during the settlement of the anthracite coal miners' strike, will be read by many who will fail to find what is generally looked for in the writings of a labor agitator, viz., intemperate and one-sided statements. Mr. Mitchell has apparently made an effort to be fair and judicial. There is much the truth-seeking reader will question; yet it is a work which should be read by the workman, who has acquired his ideas from the walking delegate, that his views may be tempered by its calm and unaggressive statements; and by the employer, that he may comprehend some of the motives that actuate the more intelligent and considerate advocates of trade unions. It is refreshing to change from the intensive utterances of some of the labor orators to those of Mr. Mitchell.

EMPLOYER AND EMPLOYED.

It is a mistake to suppose that the only relation of the employed and the employing class is one simply of service on the one side and remuneration on the other. Such a view only emphasizes class distinction and widens a breach which should not exist. There are social and ethical relations as well as commercial and economical. Hard times are a hardship to one whose capital is at stake, and for whom the earnings of years of thrift and foresight are likely to be wiped away; not less than to one whose loss of work, or reduction of wages, makes the conflict for mere subsistence a losing one for himself and his family. The loss of fortune to those made sensitive by its long enjoyment has a peculiar keenness and touches a delicate fiber; but the inability to protect one's own from the daily needs of hunger, except through the constituted agencies of relief; to be obliged to deprive one's self and family of the pleasures of life in a struggle for its necessities; to hamper the future of the boy or girl by cutting short their school days that they may become bread winners,—these have also their own peculiar sorrows, in all of which both employed and employer should have a community of interest and of sympathy. The commander feels differently toward the private who shares with him the hardships of the winter campaign, than toward the tramp frozen perhaps by the wayside. The organization and the flag unify the efforts, interests and sympathies alike of offi-

cers and men. Our so-called "captains of industry," however skillful in the organization of the insensate machinery of business, have not yet learned the secret of marshaling the forces of human nature which make our military heroes great. In Balzac's "Country Doctor," Goguelat, the old postman and veteran of the Napoleonic wars, recounts the life of the great Commander to his cronies gathered in the doctor's barn: "The soldiers," said he, "were his friends; he made them his children; he looked after us, he saw that we had shoes, and shirts, and great-coats, and bread, and cartridges; but he always kept up his majesty; for, don't you see, 'twas his business to reign. No matter for that, however; a sergeant, and even a common soldier, could say to him, 'my Emperor,' just as you say to me sometimes, 'my good friend.' He gave us an answer if we appealed to him; he slept in the snow like the rest of us; and, indeed, he almost had the air of a human man. I who speak to you, I have seen him with his feet among the grapeshot, and no more uneasy than you are now,—standing steady, looking through his field-glass, and minding his business. 'Twas that kept the rest of us quiet. I don't know how he did it, but when he spoke, he made our hearts burn within us; and to show him we were his children, incapable of balking, didn't we rush at the mouths of the rascally cannon, that belched and vomited shot and shell without so much as saying, 'Look out!' Why! the dying must needs raise their heads to salute him and cry, 'LONG LIVE THE EMPEROR!'"

INTERIOR DECORATION OF PUBLIC BUILDINGS.

It is an unfortunate yet too evident fact that the interior decoration of the municipal buildings in this country is wholly inadequate. Considerable attention is paid to the outside in public architecture, and an artistic and pleasing appearance of our public buildings but accentuates their plain barn-like interiors.

The lecture by Mr. Coolidge, which is summarized in this number, is an interesting and instructive consideration of the interior embellishment of the City Hall and Court House of Worcester. It is needless to say that Mr. Coolidge's remarks are devoted rather to suggestions as to how these buildings might be decorated in a pleasing manner than to descriptions of their decorations at present. While one or two rooms in the Court House are decorated in a satisfactory manner, in the greater part of both buildings there is "a crying need of enrichment."

Mr. Coolidge's suggestions, if carried out, would greatly improve and adorn these buildings, and would mitigate somewhat the, in some respects, unfortunate arrangement of their interiors. Such decorations may include mosaic designs, additions of paintings and sculpture, window decorations by colored glass, and metal work designs in the floors.

He commends the use of portraits as part of the decorative effect, and calls attention to the "appropriate and satisfactory decorations" of the old court-room which consist of portraits of judges.

The consideration of this subject is timely and necessary, and to show that in other cities also the question is at the front, Mr. Coolidge pointed out what has been done in Lynn for the mural decoration of its Public Library and urged that Worcester profit by Lynn's example.

WORCESTER'S NEW MAYOR.

The Worcester Board of Trade is a non-partisan organization; men of all political parties constitute its membership and find opportunities to serve the city on its Board of Directors, and membership in a particular party, as well as membership in a particular church, is neither a qualification for, nor a result of becoming a member of it. The Worcester Magazine, however, without disrespect or disparagement to the honorable and intelligent gentleman who was the opposing candidate, congratulates the President of the Board of Trade on his election as Mayor. The Board of Trade may consider itself complimented that its choice of President has been elected to fill the chief office of the city.

It is unfortunate that national politics should be injected into municipal affairs and that of two as well qualified candidates as Mr. Blodget and Mr. O'Connell, one should be of necessity disappointed.

WORCESTER RESIDENCES.

The article in this number on Worcester as a residential city is by a contributor to whom the parks, streets, and residential centers of Worcester, located upon a myriad suburban hills, have a peculiar attraction, and one who, amid the attrition of business and the bustle of the market place, has not lost his relish for the restorative charms of nature. He therefore writes of the peculiar beauty of Worcester as a residential city with an appreciative touch. The article will appeal to many readers still citizens of Worcester, and also to many who have gone from her midst, but cherish a lingering memory of her shaded streets, green lawns, and spacious yards of flowers and fruits.

EDUCATIONAL CONFERENCES.

The education conferences held by the Committee on Education of the Worcester Woman's Club, in co-operation with the Association of Collegiate Alumnae of Massachusetts, have served to bring strikingly to public attention that the general consensus of opinion among educational experts favors, (1) a small school board; (2) nomination and election of its members at large; (3) complete separation of school administration from municipal government; (4) separation of the directive and administrative parts of the school system. In accordance with this view the city of Worcester ought to have a school board of nine or even seven members instead of twenty-four. Their nomination and election should be at large and not by wards as at present. The management of our schools through such a board should be entirely divorced from our municipal government and the general directive management should be vested in the school board, with all the details of executive management left to executive officers, from whom the public might expect and receive expert ability in the exercise of their duties. To the administrative officers a sufficiently free rein should be given to warrant their being held responsible for results. The educational supervision should be vested in a superintendent, who with approval of the school board should appoint teachers, arrange courses of study, select text-books, and be the final authority in matters of instruction and discipline and be responsible for good schools. The school buildings, repairs, janitors, and physical maintenance of the educational plant should be delegated to a competent business man, to whom should be given final authority with responsibility for efficient and economical management.

RELIGIOUS PROVINCIALISM.

The success of the Franklin Square House in Boston as a girls' hotel is a marked instance of administrative ability and common sense which commands the confidence of Protestant and Catholic alike and suggests that some of our broad-minded charities, designed for the amelioration of the needy in body, mind or spirit might receive enthusiastic support on a higher altruistic plane than that afforded by denominational lines, whether it be Catholic, Protestant or Jewish. Some of the currents of religious thought at times seem to make rifts in any broad and catholic movement for the betterment of the city, or of her citizens. This is a religious provincialism, once more prevalent in New England than at present and which is rapidly passing away.

THE PRESIDENT'S PLATFORM.

The length of the President's message on the opening of the Congress now in session rendered it impossible to print the message in full in most of the newspapers. All of them, however, attempted to summarize or condense at least the important part of it and so to present their readers with its spirit.

The Worcester Magazine likewise can

not print the message in full, and would have itself made extracts from it; but it confesses itself unable to condense the message further than has been done by the Wall Street Journal. This paper says that the President has put in his message the "three great measures of domestic policy that are linked with his name—

Publicity,
Anti-graft,
Enforcement of the law."

This is excellently clear and concise and can hardly be exceeded in brevity. And no one can be excused for a failure to read at least one account of the President's message.

TIPS FOR ADVERTISERS.

The annual banquet of the Agate Club at Chicago was interesting from the views of advertising agents of the Chicago newspapers and magazines who compose its membership, and from the suggestions of business men who have studied the art of advertising scientifically and experimentally. Col. Pope of bicycle fame gave the following suggestions: "Believe in something, tell the people the truth, and stick to it. Don't tell a man more than he will believe. Make him want what you advertise. Be careful in the selection of names. A good article is often spoiled by an injurious name."

Mr. Pope said the failure of the American Bicycle Company, the combine, was because it ceased advertising at a critical period.

D. N. Lord of Chicago said, "A man might as well expect to maintain steam in a boiler without coal as to attempt to continue a business created by advertising after dropping advertising."

A QUESTION ANSWERED BY THE BALDWIN LOCOMOTIVE WORKS.

AT a conference of the National Civic Federation a year ago, an English labor leader asked the question: "How have the Baldwin Locomotive Works for seventy-two years and employing at present 13,000 operatives avoided strikes and labor troubles?"

No reply being given, Mr. E. A. Bingham later visited the locomotive works in Philadelphia to ascertain if possible the answer to this pertinent question, and he gave the results of his visit in an article in the Boston Transcript, from which I gather a few facts relating to the conduct of the Baldwin Locomotive Works in relation to the labor question, which may be of interest to Worcester manufacturers engaged in metal working and employing a similar class of operatives.

The Baldwin Locomotive Works are a co-partnership whose works cover seven blocks or about sixteen acres with buildings four and six stories high, employing about thirteen thousand operatives. The works were founded by Matthias W. Baldwin in 1831, and as he grew old he took the best man in the works into partnership and he in turn later associated others with him.

The present firm of Burnham, Williams & Company consists of George Burnham, financial head, John H. Converse and Alba B. Johnson of the commercial department, William L. Austin and William P. Henszey of the engineering department, and Samuel Vauclain, superintendent, all of whom rose from the ranks by a system of promotion based solely upon merit. If a man dies his interest in the establishment is paid to his heirs in cash, and his son, if he desires to associate himself with the Company, is obliged to begin at the foot of the ladder and work his way to the front, with no favoritism or family prestige to aid him. Every bright boy in the most menial occupation knows that the road to the highest position is clear for him, with no favorites in the race. This gives a certain pride of place and an *esprit*

de corps among the "Baldwin boys," which increases their self respect, loyalty and enthusiasm. Although among thirteen thousand there are included every type of workman and a great diversity of character, a certain homogeneity among them is noticeable by the most casual observer.

The labor system of the Baldwin Locomotive Works was devised by the late Charles T. Parry, and his novel ideas are to be traced everywhere throughout the works. Mr. Parry started as a poor boy and passed through all the stages of promotion until he became a partner in the firm where his name is now held in something akin to reverence by those who knew him.

About two thirds of the operatives are skilled workmen. Wages are reckoned by the hour, with an average of thirty cents for skilled and sixteen cents for unskilled labor, although there are some mechanics who earn eight and even ten dollars per day. The shops are in operation twenty-three hours daily. Every workman is required to be in his place ready for work when the whistle blows, with severe penalties for tardiness. An account is opened with each locomotive, which is charged with the material and the wages of the workmen. The parts are allotted by the foreman of each department and marked with the designation of the engine for which they are intended, and a timekeeper keeps the time of each workman on each part. On every Friday the workmen are paid for the number of pieces completed in the week past; the time being kept for equating his wages to an hour schedule on the books of the Company. As an outgrowth of the piece system, subforemen or contractors are entrusted with the execution of certain parts, assuming entire responsibility for the same as to materials, tools and labor. They call upon the foreman for what help is needed, who are paid according to his book, although payment is made directly by the firm, with a restriction that not less than a minimum wage shall be paid, allowing the men to earn as much more as they are able. Any conflict between the contractor and his men may be appealed to the foreman of the department. This system subdivides the forces into scores of small groups, each under a contractor or subforeman, usually an elderly man of long service in the works, many of whom, by their skill and experience, would be capable of assuming charge of the entire shop. These contractors are known and respected by the workmen, who know if they shirk, although it will hurt the firm, it will hurt the contractor first and foremost. By this system the work is also performed in close touch with the boss, and the workman feels sure of every possible chance for such advancement in position and pay as he deserves.

It also multiplies the positions of honor and emolument, for, instead of one position of foreman or superintendent to aspire to, there are scores of such positions, and some of the contractors earn as much as the foreman above them, and the transforming power of a little authority is utilized to the fullest extent. No man is ever discharged on account of age, and a system of apprenticeship has been adopted by which young men are made good, all-round mechanics, and specialization, the great danger of piece-work, is avoided. It is considered satisfactory if under this system of apprenticeship they keep one out of every ten they educate. The rest go out into the world and talk "Baldwin." A Baldwin man is known among machinists as a Yale or Harvard man is among collegians.

In an interview with Supt. Vauclain the methods of promotion were explained, which I quote in full:—

"There are men here who have their sons and grandsons working in these shops. But no nepotism of any kind is tolerated. I cannot choose my successor or show my son an easy way. Most business men make the mistake of filling the supervising positions in their establishment with their brothers and cousins and brothers-in-law. By that method they not only get poor service, but they make wider the chasm between the employer and the employee.

"Labor unions, for that matter, are doing the same thing. They are bringing about a classification of men in this country where all men are supposed to be equal. They are making an insurmountable barrier between employer

and workman by their decrees that the measure of labor shall not be that of the highest, but of the lowest among them. They are preparing for a state of things when a boy born to a plasterer shall be destined irrevocably to be a plasterer. It is a system that Americans should root out as they would a rank weed, for it is inimical to one of the vital principles of this nation—that an American boy may aspire to anything.

"In these works no check is put upon ability. The more a man earns the better pleased we are, and the more ambitious he is the more we like him. I came to my position from among them, and when I grow old my successor will be one of those men you have passed in your tour of the shops. The best man will succeed me as superintendent, and become a partner in the firm. That, we hold, is the American spirit; that is equality; and that—to answer your question briefly—is why these 13,000 men are contented.

"There are grievances, of course, for there are 13,000 chunks of human nature here. But we have always come to an understanding without difficulty. If a new machine enables one man to do the work of two or three, we talk it over with the men who will operate it, and we reach an agreement by which he and the firm divide the profits; he gets additional compensation and we an increased output. It is our aim to pay a little better wages, both for skilled and unskilled labor, than anybody else pays. The average wage for all kinds of workmen—skilled mechanics, day laborers and apprentices—is $13.50 a week. We take care of the men when they are sick and help them if they meet with reverses. And yet we are not running a philanthropic institution and we demand results. The slothful, the careless, the vicious suffer; every man's work must be right up to the notch, and by treating our employees as men we expect the best service they can give. And I assure you that we get it."

I have given a succinct summary of the main facts learned in attempting to solve the unanswered question raised at the National Civic Federation, but the reading of these facts has given rise to other questions more important from the standpoint of a Worcester citizen interested in the welfare of Worcester. Is it not possible to initiate some movement to maintain the reputation Worcester has acquired for the skill of her machinists—a movement based upon and promoted by a keener interest among the workmen themselves in the growth and fair fame of the city? Can not the employers in metal-working trades encourage among workmen an organized effort to improve the personnel of metal workers until to be a "Worcester mechanic" shall be a certification, recognized everywhere, of skill, intelligence, industry and sobriety? CITIZEN.

WORCESTER AS A RESIDENTIAL CITY.

ONE of the impelling causes of the growth of an American city of the present day is the beauty, desirability and convenience, both natural and artificial, which such city has as a place of residence. Although the people of America are more and more collecting in cities, yet the love of nature is still as powerful, and perhaps more powerful, than ever before.

While the industrial development of our time compels as well as invites a concentration of population, with its attendant disadvantages, yet the natural charms of situation may determine the choice of a particular city as a place of residence.

The reply which the first settlers of what is now Constantinople, which is unrivalled in its position both for trade and for beauty among the cities of the world, are reported to have received from the oracle of Apollo in response to their question as to where they should settle and build a city, is both interesting and instructive.

"Go," the oracle said, "and place your city opposite the city of the blind." The colonists went away not much wiser than before, but as they were sailing through the straits near Constantinople, they remarked on the excellence of the site and the surprising fact that it was unoccupied. The people on the shore opposite, recent colonists like themselves, must have been blind, they thought, and then they remembered the oracle and thanked Apollo for his wisdom and protecting care.

And as at the present day the natural avenues of communication are improved and extended by the inventions of man, and as even lack of natural resources may in some degree be compensated for, so the natural advantages of situation of a city may be very materially aided and enlarged by the zeal of its inhabitants. Parks and boulevards, reservations and landscape gardening can transform the most uncouth and monotonous expanses into places of delight and refreshment. The great increase in the means of internal communication and intercourse also assists incalculably in the transformation, and while adding little of beauty in itself, renders common and useful to all the favored spots of nature. And as it disperses the residences of the citizens over a much larger region, it renders possible the combination of the advantages of a city with the delights of country life.

While Worcester is excelled by many cities of this country, in respect to convenience and location upon the sea, or some other great highway of commerce and while it has no overflowing stores of natural resources, it is still at no disadvantage in either of these regards, since it possesses more than an average share of both. Its distance from the sea is small, and the sea may be reached from Worcester with equal facility by several routes. The railroad service is excellent, and excessive discrimination is prevented by the vigilance of its citizens, and by the rivalry of competing companies. Worcester stands upon an equality with its sister New England cities in regard to natural resources, and is better than many of them because of its better means of transportation.

But the peculiar beauty of the natural scenery of Massachusetts is typified in the situation of Worcester. Without the greater contrasts in elevation of some of the other New England states, the surroundings of Worcester present an aspect at once pleasing to the eye and satisfying to the fancy. The green hills of Massachusetts are homelike in their shape and outline and express a contentment which has ever endeared them to their inhabitants. Merely the touch of man was necessary to complete the picture, which satisfies but does not weary, and which excites the imagination without fatiguing it. And nowhere in Massachusetts is this peculiar charm so strongly felt as in Worcester. Situated on the southern extremity of what has been described in a recent local geographical book as the plateau of central Massachusetts, Worcester and the surrounding towns are considerably higher than the adjacent country. From this it results that Worcester is several degrees cooler than its neighbors on the east and on the west, and so has a more bracing air in winter and a more tempered summer heat. This difference in temperature gives rise to a phenomenon of no unusual occurrence, of rain storms in the country around the plateau becoming snow or ice storms in Worcester, and a ride of a few miles east or west will frequently take the traveller from white fields and glittering branches in Worcester to a warmer rain, a continuation, however, of the same atmospheric disturbance. From the city of Worcester the plateau falls off gradually toward the south also, and the Blackstone River rising in the city limits, furnishes sufficient drainage.

From the plateau on which Worcester is situated, rise a number of low, rounded hills which are perhaps the most noticeable as well as the most delightful features of the natural attractions of Worcester, and which give that individuality and pleasing aspect to the landscape which has already been described. These hills, many of which are within the city limits, are neither high nor steep, and are in the nature of drumlins. By them the surroundings of Worcester are rendered

distinct from the monotony of a flat country, without the ruggedness of a mountainous one. Their tops afford pleasant though not extensive views, among which the most interesting, perhaps, is that of the city itself, and on many of them parks have been established by the city so that access to them is always open. These hills make natural divisions for the different portions of the city, so that a diversified growth has taken place and long rows of "brownstone fronts" are unknown.

Many of the depressions between these hills are filled with water, and the large number of ponds and lakes thereby caused add no slight beauty to the landscape. These ponds are utilized also as additional attractions for the parks, and nearly every park contains at least one within its territory. One park, in fact, covering the top of one of the highest hills in the easterly part of the city, possesses a pond also which is located in a bell-shaped depression at the top of the hill, and its charm is not lessened by its geographical interest.

As Worcester is exceptionally fortunate in its natural situation and surroundings, so it has no less benefited by the development of these natural attractions by its inhabitants, and the addition of no less charming artificial ones. The parks of the city are well laid out, and the number, both of those kept up by the city and those cared for by the generosity of private citizens, is large. Some of these parks are connected by wide avenues, while the custom followed for many years by the city and by private owners, of planting trees, both on the streets and on the land adjoining the streets, has adorned most of the residential portion with lines of shade trees. A few are enlarged by reservations consisting of tracts of unused land of considerable size, some of which have been purchased by the city and others are gifts of public-spirited citizens. This land as a rule has been left in a more or less wild state, and in fact a certain roughness has been cultivated and encouraged, so that these reservations form a pleasing contrast to the pleached hedges and flower-bordered walks of the parks themselves. Other city parks are merely open spaces in the more thickly settled sections which furnish playgrounds for the children and breathing-places for all. In certain of these smaller parks the shallow ponds furnish in summer for the boys of the neighborhood instruction and practice in swimming, as well as enjoyable opportunities for cleanliness.

The growth of the residental portions of Worcester has not been by regular extension from the business district, but from separate centers of population in different parts of the city so that between the more thickly populated districts there are often open spaces as yet unused.

Some of the reservations above described are located between these different residence centers of the city on land left vacant in this manner, which gives a "*rus in urbe*" character to the topography of Worcester and lends a freer air to its somewhat scattered houses than is commonly found in cities of its size. This development of the city also allows the houses themselves to be less crowded and affords a greater amount of land to each, so that the house is rare that has not more or less land surrounding it, and the long, monotonous rows of the usual city residences are not found in Worcester.

The business and manufacturing parts of the city are surrounded by a circle of these residential centers, nearly all of which, however, are distinct from each other. Nearly every one of them also is built upon or near one of the many hills of Worcester, and this accentuates their separate character by giving to each of them natural distinctions. This configuration of the soil indeed, is probably chiefly responsible for this peculiar development. In all the recently formed residential centers, too, much care has been taken to preserve and increase their natural advantages, and the creation of parks has been contemporaneous with the extension of the city. Of course the social life of the city also is determined by its separated character; each of these residential centers is more or less of a social centre for its inhabitants, whose acquaintanceship is thus much more intimate and based more upon locality than is usual in a city. In this way, as well as in its natural beauties, this

peculiarity of residential Worcester partakes more of the nature of town or village than of city life, and the resemblance of Worcester in many ways to a magnified village is often remarked.

But Worcester, while gaining in this characteristic many of the advantages of a more isolated community, possesses with them none of the disadvantages which result from actual isolation. The street railway service is very complete, and, whether by accident as a result of the development of the residential centers, or by design in order to aid in such development, extends separate lines to each nucleus of population. By a system of transfers, exchange on these various lines is possible, so that, as all these lines pass through the main part of the city, by the expenditure of a single fare the passenger can ride from any one of these residential sections to another with only one change of cars. Of course no change at all is necessary to reach the business portion from any one of them, and a map of the street railways of Worcester presents the appearance of a trunk line through the business district, with branches reaching to all parts of the city. These accommodations for transportation increase materially the desirability of these outlying suburbs as places of residence, and in this particular also Worcester excels most other cities of its class, and is surpassed by none.

Worcester, then, possesses in no small degree the qualifications necessary for a place of residence. In natural beauty, of the sort which is especially fitted to adorn the places of man's dwellings, it is pre-eminent; the excellence of the climate and the softness yet variety of the landscape attract the wandering desires of the stranger and retain the affections of its inhabitants. The desirability of Worcester as a place of residence which its natural pleasures attest, is confirmed and increased by additional charms created by the industry, skill and generosity of the citizens. And these artificial charms, as well as its natural beauty, which is made more beautiful by them, may be enjoyed by all who, with the advantages which a city offers for the advance of business and the pursuit of pleasure, may easily combine the perennial delights and health-giving recreations which can be found alone when nature is to some extent undisturbed and are unfortunately obliterated in regions of brick walls and sun-baked pavements.

And this desirability and convenience of Worcester as a place of residence is not merely academic, but the growth and development of Worcester up to the present time, both in regard to the situation of the residential portions and also to the means of communication between them, has been such as to utilize extensively these advantages and to insure the possibility of a still more generous use of them in the future.

X. Y. Z.

"ORGANIZED LABOR"—JOHN MITCHELL.

IT is a favorite excuse of men who are disinclined to work that society owes them a living. But this obligation, while perhaps comforting to the individual, is never acknowledged by the alleged debtor, and its payment is never made. The satisfaction of human desires comes not as a right but as a reward, and it is for the most adroit, the shrewdest and perhaps the most unscrupulous of mankind that the full measure of success is heaped up. The extravagances of material prosperity are for him who can hold and seize them and they come as spoils to his victorious strength. And it is impossible that it should be otherwise, for the swiftest horse wins the race, and he who is superior in something will always overcome his inferior in that thing. The conflict at the present time is no longer physical. Riches and honor do not rest with the warrior alone, and men are not obliged to defend their existence with their arms. It is a pre-eminently industrial conflict which now

rages and the cunning brain may bear the palm alone. But though the theater of operations and the means of warfare are changed, its character persists; even the terms of physical conflict are retained and the "captains of industry" emulate the triumphs of the men of war. And the penalty of defeat or weakness is no less severe than the "chains and slavery" and death of the old-time struggles.

It is this modern industrial war that has called forth the trade union, which, more than all the agencies of the charity and benevolence of mankind, has succeeded in mitigating its severities and ransoming its victims from a slavery the more distressing because coupled with the forms of freedom. And as the weak in this conflict are a large majority of civilized peoples, the problem of ameliorating their condition is by far the most serious of all the problems of the advancement of mankind. Mr. Mitchell has emblazoned on the cover of his book this quotation from Carlyle: "This that they call organization of labour is the universal vital problem of the world," and the same idea is expressed more concretely by Mr. Carroll D. Wright, who said, "The labor problem is the struggle of humanity for a higher standard of living."

It is of course a purely material question and the consolations of philosophy and religion may be applied as well by the unsatisfied or unsuccessful in the industrial combat, as by him who is overthrown by the fate of battle or by the tyranny of his fellow men. Perhaps if the example of Socrates were followed and the Golden Rule were applied to the modern industrial warfare, it also would be regenerated. But the trade union taking things as they are is an attempt by the less strong to increase their strength by combination, so that for them the combat may be less hopeless and the issue more successful. And the nobility of the movement consists in the fact that all who will may come and that the ideals of the trade union are the inspiring dreams of democracy and brotherhood.

Socialist philosophers have declared that the ideal society would demand from each according to his ability and give to each according to his needs. The labor union movement as portrayed by Mr. Mitchell is an attempt by those who, because of situation, weakness or environment, cannot compete singly in this industrial conflict without disadvantage, to secure for themselves by united action a share of its rewards suited to their needs.

The philosophy of the trade union according to Mr. Mitchell rests on the facts that "under normal conditions the individual unorganized workman can not bargain advantageously with the employer for the sale of his labor," and that union of the workmen is absolutely necessary, not only for their progress, but also for their safety and even for their continued existence. In other words, the average workman depending upon the labor of his hands to win him a livelihood is at an enormous disadvantage in disposing of this labor to the employer of hundreds or thousands of similar workmen. There is no comparison between the strength of the employer and the strength of the individual workman, and the consequences of his failure are severe in proportion to his weakness.

Mr. Mitchell touches upon the pitiful story of the early days of the factory system in England, and the almost inconceivable degradation of the English miners before 1844, and describes the various Parliamentary investigations during the first half of the nineteenth century as a "blinding light suddenly cast into a deep Inferno, photographing a swarming mass of torturing fiends and tortured victims."

These conditions were a result of the new methods of labor and production, and out of these new conditions the trade union arose. The old idea of an individual workman contracting with an individual employer who perhaps worked at the same bench with him, is irrevocably superseded and the labor union is the result and not the cause of its disappearance. Mr. Mitchell says: "Trade unionism is based upon the idea of the association of free workingmen, united for the purpose of fixing the conditions of labor. * * * Trade unionism is a late product of the development of free labor employed in an industry upon a large scale. The organization of labor results only from

the organization of industry." In other words, when the workman was either a journeyman who would one day become a master, but still a workman, or was a slave or a serf attached to the soil, no trade union could arise. And Mr. Mitchell shows that the trade union was born in the blood and sweat of the days when the individual contract was most developed, when the "laws of supply and demand" had an untrammelled field.

In attempting to portray the ideals of the trade unions Mr. Mitchell does not seek to deny nor excuse the many times that trade unions fall short of them, nor the follies and crimes of many individual members of unions and even of the union themselves; although he points out the fact, upon the truth of which the American republic also is founded, that a collective union is far less likely to err than any, even the wisest, of its members. And if the ideals of the trade unions are ever reached, unless others are created as seemingly unattainable, the usefulness of the labor union as a means of progress for the workman will be over, the salt will have lost its savor. The controlling ideal of trade unionism as stated by Mr. Mitchell, the object which is before the eyes of the workman to be gained by the freedom of contract between associated workmen and associated employers, is the "elevation and the material and moral improvement of the workingman," and trade unions "consider the progress already made as the best and fullest justification for continued efforts to improve conditions." And Mr. Mitchell places much more emphasis upon the "moral and intellectual improvement of the worker" than upon his advance in his material condition. Trade unionism "builds upon the foundation of a hopeful discontent," and declares that the wage earner can not obtain any advance until he wants it, therefore until he demands it.

And in conclusion in regard to the ideals of the trade union Mr. Mitchell says: "Trade unionism stands for liberty, equality and fraternity; it stands for the *liberty* of workingmen to arrange their own lives and to contract jointly for the manner in which they shall be spent in mine or factory; it stands for *equality* not of wealth, but of opportunity; and it stands for *fraternity*, complete and absolute."

Mr. Mitchell also discusses in a clear and interesting manner the coal strike of 1902, from the side of the miner's union of course.

The only adverse criticisms of the book which can be made, and which are diffidently offered, are a certain elementary quality and an A B C character of many of the statements, and a somewhat curious lack, or apparent lack, of enthusiasm manifested by the author. There is very little "trumpet tongued pleading" in the book, which is both a blemish and an advantage. The book is noteworthy both for its intrinsic merit and also for the preeminence of its author and his opportunities for obtaining information on the questions treated, and on this account, as well as the importance of the subject, the absence of an enthusiastic and inspiring style is the more noticeable.

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THE PILGRIMS OF TODAY—THE FINNS.

No. V.

One of a series of articles on the different nationalities in Worcester.

FINLAND is not a small country. Its area is estimated at 144,000 square miles, making it equal to England, Ireland, Scotland, the Netherlands and Belgium together. Only about eight per cent., however, is cultivated, sixty per cent. being hills and woodland, twenty per cent. swamps and moors and twelve per cent. inland lakes. This intermingling of forests, fields, moorlands and lakes, together with its mountain ridges, gives it great diversity and beauty of scenery. The northern border extends beyond the Arctic circle, so that it shares with Norway an opportunity for witnessing the midnight sun. Indeed, one does not need to cross the Arctic circle for that purpose. Less than thirty miles' travel from Tornea, a town located on the north shore of the Gulf of Bothnia, brings one to a low mountain summit, where the sun is seen above the horizon for twenty-four hours at the season of the summer solstice. The climate is much modified by the proximity of the Gulf stream, so that the rigors of winter are not so severe as its situation so far to the north might indicate.

Historians are more or less in dispute about the origin of the Finlanders. Some of them claim that they cannot be traced to a more remote period than the seventh century A. D. Others assert that they are of very ancient origin. Tacitus, writing at the beginning of the second century, gives a description of them as they were in his day. So also did Strabo and the great geographer, Ptolemy. Some recent authorities of note, as Canon Isaac Taylor and Prof. Sayce, have awakened great interest in this question of their antiquity, through papers which have been read before the British Philological Association, in which they argue in favor of the ancient Aryans springing from the Finns. For the new theory, it is said, these scholars present exceedingly strong evidence, and they conclude that the separation of the Aryan from the Finnish stock must have been many centuries ago. The preponderance of testimony seems to sustain the assertion that they are of very old beginning.

Their language is described as one of the most sonorous and flexible of languages. One of its characteristic features is its use of endearing diminutives. By a series of suffixes the names of human beings, of animals, also of metals and even of actions and events, were made to present distinct and varying shades of thought and feeling. They are such as cannot be translated into our English tongue, and their significance and beauty are therefore lost by those who do not read the original language. "Possessing the finest accord of sound," says one, "between the vowels and consonants, wherein it has been compared to Italian, and being perfectly free from the unpleasant harsh sounds so prevalent in the Slavonic tongues, there are few languages so admirably adapted for vocal expression."

Their worship before the introduction of Christianity among them was a worship of nature. Their primary object of adoration was the visible sky, with its heavenly bodies, its clouds, its thunder and lightning, and the aurora with its mysterious lights. A personal deity of the heavens, coupled with the name of his abode, was their next conception. Finally the sky-god was chosen to represent the Supreme Ruler. To him they afterwards gave the name "Ukko." It was he who controlled the clouds. He is called in their poetic writings "The Leader of the Clouds," "The Shepherd of the Lamb Clouds," "The God of the Breezes," "The Golden King," "The Silver Ruler of the Air" and "The Father of the Heavens." He wields the thunderbolts and is therefore termed "The Thunderer," as the Greek

Zeus, and his abode is called "The Thunder Home." They had also deities of the water, of the earth and of the forests. Their mythology well nigh equaled that of the Greeks, and is not unlike it.

The Christian religion was introduced among them about the time of the Crusades by the Roman Catholic Church, under King Eric IX, who, at the head of an army, invaded the land, and, having conquered the people, caused them all to be baptized. Later, when they all seemed to be drifting back to paganism, the religion of the great reformer, Luther, was introduced by the Swedish conquest of the country under the leadership of King John III. John was succeeded later by Gustavus Adolphus, who completed the establishment of the Lutheran church as the religion of the State. But the Finns as a people are so simple and natural in their domestic and social life that a religion of form and ceremony, especially as it was obligatory, did not take a very firm hold upon them. To this day they are not ecclesiastically inclined, though religiously disposed, if approached on the ground of simple faith in a personal Savior and a genuine love for God and man.

They are also not disposed to concern themselves very much about government or its administration. One writer has said of them: "The Finn has always been indifferent towards all that is called politics. Too self-contemplative to trouble himself about what might be occurring a few miles distant from his dwelling, he has always belonged to those people of whom it is said that in looking to the heavens they lose the earth." These peculiarities help to account for the fact that for many generations Finland was a battleground between the Swedes and the Russians, in which the inhabitants seem to have borne no especial part. The common people were indifferent to the ruling power so long as their personal rights and liberties were not much disturbed. "The Finns," says the writer above quoted, "never got beyond their several family compacts in their former political life, before the invasion of other nations. Old wise men settled the quarrels of the people. In regard to war, the strongest and bravest of the young men was chosen as leader, and his authority came to an end when the feud was over." Doubtless they would have been content to remain under this primitive form of government, had they been left to themselves.

Those who have come to dwell among us, seem to have little ambition to take part in political affairs. You hear of no political clubs among them. They have too little interest, many of them, to become voters by naturalization. The happiness of their family life, their respect, even to reverence, of womanhood, their affectionate regard for the aged, their neighborly interest in each other, and their care for the poor are proverbial. Though in the interior of the land the common people were often, by the failure of the crops, on the verge of poverty, yet they would share their last crust with those poorer than themselves.

In general education and in their fondness for intellectual pursuits, they seem always to have excelled many others more favorably situated, as to the externals of wealth and proximity to the great seats of learning. The mother in every home is particularly careful of the beginnings of the education of her children. They go to school well prepared to make the most of its advantages, which in recent years have been of a high order. A system of public school education in all its grades, crowned by the State University at Helsingfors, which is of note in the educational world, has been maintained for a considerable period of time. So careful are they that no one shall be deprived of the opportunity of education, that in remote districts where the public school is not easily accessible, a corps of traveling teachers is maintained who go from house to house. Of Finland as a whole, it is said that ninety-two per cent. of the adults, and ninety-eight per cent. of the children are able to read and write their own language. One rarely meets among those who have come to this country any one of whom this is not true. Some are found who are familiar with several other languages.

But the crowning point of interest in this nation is its wonderful treasure

house of literature. Poetry and song from time immemorial have abounded among even the common people. It is said that "they have a song for every joy and sorrow. The ancient Finlander certainly had more faith in the power of song than he had in the sword."

"There are few people," says another, "who can present a greater amount of warmth, heartiness and real sentiment, with more effective art, together with poetry of finer fragrance, than what is displayed in their simple, unassuming national ditties; which by their contents and melody combined, forcibly speak to the listener in a wonderful way, but often with a touch of sadness." These ditties are in the minor rather than in the major key.

In their earlier history, nothing was written, but all was treasured in memory and handed down from generation to generation. Seven thousand proverbs have been gathered up from among the people, chiefly treasured in this way, and only recently given to the world in printed form by their collector. The same person has gathered and published many of their poems, which for melody and rhythm, and illustrations drawn from nature, are unsurpassed. That for which they will ever be deservedly celebrated is the great epic poem, styled "Kalevala." It consists of lines of eight-syllabled trochaic verse, nearly 3000 in number, very similar to the style which Longfellow adopted in "Hiawatha." The poem is very ancient, as its structure plainly shows. It relates to the period beyond the recorded history of the nation, and weaves into its flowing numbers the myths and legends of a people who were wholly pagan, but whose deities and worship were of a higher order of nature-worship. Max Muller places the "Kalevala" on a level with the greatest epics of the world in saying of it: "From the mouths of the aged an epic poem has been collected equalling in length and completeness the 'Iliad' of Homer. * * * * The 'Kalevala' possesses merits not dissimilar to those of the 'Iliad,' and will claim its place as the fifth national epic of the world." It was gathered from the lips of the aged minstrels of the land with much difficulty by Elias Lounnot, a doctor of medicine from the University of Holsingfors, who traveled for years among the people in all parts of the land. He was accustomed to bring two of them together when possible. They sat facing each other and clasping hands, weaved their bodies to and fro, as they sang alternately line after line, for hours together, until they ceased from sheer exhaustion. If one would have any true appreciation of this remarkable epic, he should read Dr. Crawford's translation of it, recently published, which bears the title "Kalevala."

The Finns now living in this city number nearly 2000. If we add to this number the Swedes from Finland, to whom it has become their fatherland by birth, though they have for centuries retained the language of those from whom they descended, the number will closely approximate 4000. The cause of their removal is the changed attitude of Russia towards them. Though a duchy of Russia, they were granted the privilege of self-government in 1809, by imperial edict of a former Czar. Under it the nation has greatly prospered and the people have been contented and happy. But Russia is of late dealing with Finland as she does with her portion of dismembered Poland, endeavoring to make it more fully a part of herself, in a word, Russianizing Finland. Russian rulers, appointed by the Czar, supplant the native born elected by the people. Cossack soldiers take the place of their own military organizations, and the youthful Finland soldiery are transported to the heart of Russia. The Russian language is made by law the language of the court. The people are indignant over the ruthless violation of solemn pledges of the government of former days and are restless under the heavy yoke now imposed. As a consequence, Finland is being depopulated of its young and middle-aged men and women. They are emigrating to this country by the thousands annually. The probability is that the number leaving their native land for permanent residence among us will increase in coming years. This

will certainly follow, unless Russia abandons its present policy towards Finland.

Those who have come to live among us constitute an important factor in our industries, chiefly those having to do with metals. They are as a rule quiet, orderly, industrious, highly valued for their intelligence and skill by employers. The most notable and praiseworthy thing they have done, since coming among us, is the formation of total abstinence societies which meet week by week, and constitute their chief social centers. They are ambitious to get on. Many of the young men and some of the young women are in the night schools eagerly acquiring our language. Under the inspiration of our free institutions, they have the making in them of excellent citizens. Some of them have already taken out naturalization papers. Voters they surely will be in the near future; office holders, some of them, by and by. What kind of citizens they will be depends very much on what they see in us who are of American birth, and upon the influence in other ways we exert over them. Their coming among us should greatly emphasize the importance of our citizenship and the faithful discharge of its duties.

ELDRIDGE MIX.

WORCESTER ART SOCIETY LECTURE BY J. RANDOLPH COOLIDGE.

THE first lecture of the season, in the course of the Worcester Art Society, given in Memorial Hall Nov. 20th by J. Randolph Coolidge, Jr., of Boston, was of more than ordinary interest to the general public, as, having for its subject, "The Interior Decoration of Public Buildings," it was particularly devoted to suggestions for the decoration of our City Hall and County Court House. The lecturer is an architect well qualified in his subject, which he treated in an able and interesting manner, supplementing his remarks by a well selected series of stereopticon illustrations.

Previous to introducing the lecturer, the President of the Art Society, the Rev. Austin S. Garver, called attention to the work of the society, which it has for many years sustained in its quiet way, and suggested that the members should endeavor to enlarge its sphere of usefulness by making efforts to increase its membership.

Mr. Coolidge began by saying that some years ago he received when visiting here in Worcester fresh inspiration on the subject of interior decoration, from impressions made upon him in a drawing-room where a beautiful and comprehensive scheme had been carried out, and said many houses will be found with richly decorated walls and ceilings, handsome rugs and fine furniture, where the outside is just clapboards, and if there be any external decoration, it is apt to be of the jig-sawed order, showing little effort on the part of the designer. With public buildings the case is generally reversed, greater attention being given to the outside, while the inside is like a barn. Among other fine public buildings here, our City Hall and County Court House are very beautiful, in material form and detail. The Court House is a remarkably fine example of the revival of Greek architecture which was brought about largely by the publication of the works of Stuart and Revett in the early part of the last century. From the grandeur of the approach and the stately elegance of the portico at the entrance, one would naturally expect to find upon entering, a noble apartment, after the style of those in the public buildings abroad, but instead we find a low corridor not very wide, with a ceiling arched in plain tiles, such as you might expect in an entrance to a bath or some such place. This forbidding aspect might be partially redeemed by decoration, and the use of colored mosaics was recommended; also designs in metal work might be used in the floor,

as has been done with such success in the Boston Public Library. The stairs, too, are inadequate in their architectural effect, and the lecturer wished that the beautiful main stairway of the State Mutual Building could be put in their place. At the head of the stairs he would see some appropriate piece of mural decoration, and several slides were shown as suggestions for it. The old court room is a beautiful one and could have no more appropriate and satisfactory decoration than the portraits of the judges which adorn it. The new criminal court room is a fine piece of architecture with a completeness that calls for very little in the way of supplementary decoration, but there is a crying need of enrichment on the bare walls of the new civil court room.

The City Hall, while perhaps not presenting as thoroughly local characteristics as an English building which was placed on the screen, yet showed certain modifications of the Italian character of its design, adapting it to its local needs. Much was spent on the beautiful stone carving, and it was money well expended, but the interior of the building is bare and disappointing. The open porch has a fine vaulted ceiling, offering an excellent opportunity for rich mosaic decoration, but as a matter of fact it is finished with plain mosaic and its only decoration is a plain electric light globe. The staircase is fine and has a noble architectural setting; the connecting corridors also are well designed. These all offer excellent opportunities for decoration, and several slides were shown on subjects of a character suitable for such decoration in sculpture, mosaic and painting. The great staircase window offers a special opportunity for decoration by means of color in leaded glass. The entrance to the Mayor's suite is very properly placed in the middle bay of the main corridor, but the rooms have bare walls and simply a cove at the top in lieu of a cornice. Portraits of the ex-mayors which line the walls are generally less striking than their frames. It would be a good scheme here to have a wainscot of large panels carried up to a proper cornice, and the portraits placed in the panels, with the panel framework making the frames for the portraits. In the Council chambers the bare walls above the high wainscot are in striking contrast with the luxurious furnishings of the rooms and offer a good field for decorative painting. The lecturer suggested greater simplicity in the lower part of the rooms and more richness in the upper part. In conclusion an illustration was shown of a mural painting which has been placed in the public library of Lynn and the remark made, "What Lynn has done, Worcester may do."

S. C. E.

BOOK DEPARTMENT.

[The Worcester Magazine will notice in this department, from month to month, publications relating to the objects of this Magazine.]

Freedom and Responsibility, Arthur T. Hadley (Scribner), $1.00 net. The scope of the book is expressed by its full title, "The Relations between Freedom and Responsibility in Democratic Communities." To trace the history of democracy not merely as a form of government, but as a phase of national character, showing that in every stage of the development of democracy, freedom and responsibility go hand in hand. This book forms the third volume in the series of Yale lectures on responsibilities of citizenship.

The Advantages and Disadvantages of Municipal Trade, Major Leonard Darwin (E. P. Dutton & Co), $3.50 net. Relates to the subject of municipalities engaging in competitive industries.

The Tenement-House Problem (Macmillan), $6 net. Contains the report of the New York State tenement house commission of 1900 and contains other contributions on tenement houses; tenement laws in European cities; sanitation; houses for workingmen; tenement house evils; foreign emigrants and

the tenement house, etc. Much of the book is chiefly applicable to large cities in which the tenement house has become a problem, but it is a work of great value to all students of social questions.

PRINCIPLES OF CITY LAND VALUES. Richard M. Hurd (the Record and Guide, New York), 159 pp. The author says in his preface that his standpoint is that of a lender of money on city real estate, but his book is valuable and interesting to a similar class in small cities as well as to those who have to do with real estate improvement and with land values.

HISTORY OF SOCIALISM IN THE UNITED STATES. Morris Hillquit (Funk & Wagnalls), $1.50. Although the topics of the book are multiform they are treated in a concise manner. Robert Owen is given a high place among the founders of socialism and as an offshoot of Fourierism some account is given of Brook Farm. Mr. Hillquit properly styles some of the founders of socialism "Robinson Crusoes." About half the volume is devoted to the history of the Socialistic Labor party in the Socialistic movement.

AFTER PRISON, WHAT? Maud Ballington Booth (Revell). Gives an account of the work of the Volunteers of America in behalf of discharged prisoners and portrays the point of view of the man in the cell with a strong presentation of his claims upon the community. The author asks for "no sentimental sympathy or pity, no patronage or charity, but only understanding, justice and fair play."

CHILDREN OF THE TENEMENTS. Jacob A. Riis (Macmillan), $1.50. The author is graphic and effective in his narrative, as might be expected from one trained to newspaper reporting, and while his sketches are portraitures of real life, they are as interesting as fiction.

THE CHILDREN OF THE ABYSS. Jack London (Macmillan), $2 net. Sketches of the East End of London illustrated from photograph. Sometimes repellant but always interesting and a valuable contribution to our knowledge of "how the other half lives."

WORCESTER BOARD OF TRADE.

The Committee on Transportation and Railroads submitted the following report for the past month which is of interest to shippers:

WORCESTER, MASS., Dec. 10, 1903.

Worcester Board of Trade.

Gentlemen:—

The only matter which has been before your committee during the last month is that of freight rate between Worcester and Sterling, Mass., which through recent changes had become exorbitant. Application to the traffic manager of the Boston & Maine Railroad for relief has resulted in a reduction in rates so that they are now on the same schedule for Leominster, Pratt's Junction and Sterling. This order went into effect yesterday, Dec. 9th.

The present rates to these points from Worcester are as follows:

First-class, 15 cents;
Second-class, 13 cents;
Third-class, 11 cents;
Fourth, fifth and sixth class, 9 cents.

The rates given are in cents per hundred pounds freight carried, governed by the official classification. Respectfully submitted,

PAUL B. MORGAN,
Chairman Trans. and Railroad Com.

The Board of Trade is indebted to Miss Washburn, daughter of Nathan Washburn, for two large oil paintings of the old steel works, a portion of which is still standing on Bloomingdale road.

The paintings are well preserved, one view representing the mill as it formerly looked at night when the furnaces were in full blast. The other shows a different view, but both will call to mind just how the steel works looked during their most prosperous period.

In donating the paintings Miss Washburn states that as they have been boxed so long she does not know what condition they are in.

With the exception of necessary repairs to the frames, which have crumbled in places, they are in perfect condition.

Papers used in packing the frames being dated May, 1879, would indicate that nearly twenty-five years has passed since the pictures have been seen.

A meeting will be held in the very near future to make plans for an active campaign to increase the Board of Trade membership. Every member can share in this effort.

The Committee on Meetings and Receptions will meet early in January to plan for the annual banquet.

The Board of Trade Glee Club have added to their reputation. They can not only sing as a club, but do fairly well in opera. Their presentation of "Pinafore," which almost everybody has heard but is willing to hear again, was of sufficient merit to win very great applause. For amateur performers some of them could give points to many professional players.

WORCESTER NATIONAL BANK, 9 Foster Street. Incorporated as a State Bank in 1804; as a National Bank in 1864. Capital $250,000; surplus and undivided profits $240,000. Dividends April and October; rate past year, 8 per cent. President, Stephen Salisbury; Cashier, James P. Hamilton; Directors, Stephen Salisbury, A. George Bullock, Charles A. Chase, Lincoln N. Kinnicutt, Josiah H. Clarke, James P. Hamilton, Edward L. Davis.

WORCESTER SAFE DEPOSIT AND TRUST COMPANY, 448 Main Street. Incorporated in 1868. Capital $500,000; surplus $500,000. Dividends January, April, July and October; rate past year, 6 per cent. President, Edward F. Bisco; Secretary and Treasurer, Samuel H. Clary; Directors, Charles S. Barton, Edward F. Bisco, A. George Bullock, C. L. Claflin, John H. Coes, Alexander DeWitt, Thomas B. Eaton, William Endicott, Jr., Henry F. Harris, Rockwood Hoar, C. Henry Hutchins, Lincoln N. Kinnicutt, Edwin T. Marble, Philip W. Moen, Neal Rantoul, Stephen Salisbury, Frank Bulkeley Smith, E. D. Thayer, Jr., Robert M. Washburn, George W. Wells, M. J. Whittall, G. Marston Whitin, Charles A. Williams, Samuel E. Winslow, Robert Winsor.

PEOPLE'S SAVINGS BANK, 452 Main Street. Incorporated in 1864. Deposits $9,753,029; guaranty fund $445,000. Interest payable February and August 15. Deposits go on interest February, May, August and November 1; rate past year, 4 per cent. President, Samuel R. Heywood; Treasurer, Charles M. Bent; Investment Committee, Samuel R. Heywood, Edwin T. Marble, Alexander DeWitt, Wm. W. Johnson, Philip W. Moen.

BUILDINGS DO NOT GROW

By themselves,

But the speed with which I have erected some would seem to indicate it.

If you are ever in a hurry come and see me.

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THE WORCESTER MAGAZINE

FEBRUARY--1904

Magazine and Municipal Comment.
Greater Worcester.
George F. Hoar—Autobiography of Seventy Years.
The City as a Social Factor.
Municipal Ownership—A Few Elementary Principles.
What the Citizen Has Done for Our Public Parks.

DEVOTED TO

Good Citizenship and Municipal Development

PUBLISHED MONTHLY BY THE BOARD OF TRADE

WORCESTER, MASSACHUSETTS,

U. S. A.

All Ready for Spring.

After February First

we will be ready to show the new spring hats for men and young men. The forthcoming season will bring us the most elegant stock we ever carried.

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Also, after the same date, we will have the pleasure of showing all the very latest woolens for spring.

You are cordially invited to call and see them.

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ELM PARK—EDWARD WINSLOW LINCOLN.

INSTITUTE PARK—STEPHEN SALISBURY.

WHAT THE CITIZEN HAS DONE FOR OUR PUBLIC PARKS.—Page 37.

The Worcester Magazine.

Vol. VII. FEBRUARY, 1904. No. 2.

This magazine is published by the Worcester Board of Trade. Its reading pages are devoted solely to municipal development, good citizenship and the business welfare of Worcester. Space in these pages is not for sale.

MAGAZINE AND MUNICIPAL COMMENT.

TO REPRESENT WORCESTER.

The scope and purpose of a magazine like the Worcester Magazine, published by a municipal Board of Trade, may be as varied as the objects of a Board of Trade itself.

In some cities, the Board of Trade, carrying out what is perhaps the most ancient of its functions, offers a place of exchange for the special commodity or commodities of the locality. In other cities, especially those in which a single industry is pre-eminent, the Board of Trade is a means for unifying those engaged in that industry, and in advancing its interests. Most of the American Boards of Trade, however, are semi-moribund associations, which are kept alive by spasmodic efforts to increase the population, the manufacturing resources, and secure the material prosperity of the city in which they are located. And the services of a Board of Trade journal, therefore, may be devoted to a single industry, used to advertise the manufactures of a particular locality, or even descend to a question of individual profit.

It has been suggested that the proper field for the Worcester Magazine is that of local history, but it would seem that this would be foreign to even the most extended view of the purposes of a Board of Trade, and that a medical, legal, or scientific magazine would not be less in accord with them.

The Worcester Board of Trade, however, has conceived the purpose of uniting the citizens of Worcester for civic improvement and the discussion of municipal questions, and to aid in accomplishing this, the Worcester Magazine was established. As is pointed out by a contributor in this number, the city is fast becoming the center of American life, both political and intellectual, and the Worcester Magazine can have no higher aim than to attempt to direct the awakening consciousness of Worcester, and to make it a city which shall be a cause of pride to its inhabitants.

The material interests of Worcester can be better served by efforts to make Worcester more desirable, both as a place of business and a place of residence, than by the hampered struggles of its Board of Trade to secure some particular industrial establishment. The Board of Trade should, through the Worcester Magazine and in other ways, express the individuality of Worcester, and the Board of Trade can have no higher purpose than to increase Worcester's reputation abroad and its self-respect at home.

In recounting the history of Worcester and recording the services of its many public spirited citizens, the Worcester Magazine is, of course,

not unf ithful to these ideals, but in such history the ends above stated should be kept in view, and no other means should be neglected to advance them. The Worcester Magazine summons the citizen of Worcester to imitate the noble examples with which the past of Worcester is full, but its face is also turned toward the future, and it will attempt to contribute something to the Worcester that is to be.

WORCESTER PARKS.

The Worcester Magazine takes pleasure in announcing that Mr. James Draper, the Secretary of the Parks Commission, is to contribute a series of articles on the parks of Worcester, and what has been done for them by public-spirited citizens.

Mr. Draper is not only an expert in these matters, but also by reason of his service of eighteen years as member of the Parks Commission, he has been in a position to gain an intimate knowledge both of the parks of Worcester and also of the connection with and assistance given to their development by individual citizens.

The article in the present number explains in a clear and interesting manner the construction and perfection of Elm Park, which is a monument to Edward Winslow Lincoln, and an expression of his opinions and judgment as to what a park should be, and also the origin and maintenance of Institute Park, which the citizens of Worcester owe to Mr. Stephen Salisbury, who has embodied in it his ideas of a public park.

The inception and growth of these two parks are described in some detail, and Mr. Draper has set forth his unique personal knowledge and experience in regard to these parks in a most interesting and instructive manner.

The views in Institute and Elm Parks, which serve as the frontispiece to this number, also illustrate the difference in character as well as the uniform excellence of these two parks.

A THREE YEARS' RETROSPECT.

It will not be presumptuous for the Worcester Magazine to emphasize the value of some of the articles published during the past three years.

Many questions of general interest, like "Municipal Ownership," have been ably treated upon both sides. Articles upon "Caucus Nominations," "Home Rule for Cities," National Politics in City Elections," "Civic Pride," etc., have been addressed to the universal need of cities; while "Sewage Disposal," "Street Paving," "Vacation Schools," and "Technical Education," among a score of other articles, were of vital interest to Worcester.

Many honored names in widely different walks of life have been made the subject of eulogistic notice, and many events have been rescued from the "razure of oblivion," and, by graphic illustration and recital, imperishably fixed in our local history. No one can doubt a contemporaneous account of Col. Timothy Bigelow and his Minute Men would now be eagerly read, and the series of articles on "Worcester in the Spanish War," published in the Worcester Magazine, was a valuable contribution which will have a greatly enhanced value a few years hence, increasing as time goes on.

SOCIAL UNREST.

The social unrest of the present day demands an ever-increasing amount of public attention. Socialism, the labor question, municipal ownership, are fast becoming the absorbing problems of civilized existence and another "irrepressible conflict" is in sight.

Any intelligent and careful study of the facts which give rise to these problems is, therefore, of the greatest importance to the people of America.

In his book recently published, entitled "The Social Unrest," Mr. John Graham Brooks has set forth some of the results of twenty years' experience and minute personal observation of the more acute forms of the unrest of

modern civilization. Mr. Brooks has not been content to gather his opinions from books on social questions, or from the theories of political economists, but from investigation and actual contact with the "live" problems and concrete struggles which result from this unrest.

Mr. Brooks has found also that in relation to these social questions a man rarely publishes his real opinion, and that only by personal acquaintance and conversation can his real views on the present social organization be obtained.

Mr. Brooks will give four lectures in Worcester in the near future, under the auspices of the social service department of the Worcester Woman's Club, with the following subjects: "A Study of the Social Unrest;" "The Tragic Element in History;" "Economics and the New Politics;" "Things to be Done."

GREATER WORCESTER.

The Worcester Magazine is enabled to present to its readers under the above title an interesting and instructive article on the development of Worcester, and the lessons Worcester can learn from the experience of other cities. To foresee the great increase in population and extent of American cities requires an imagination and enthusiasm which is akin to genius. The examples of the beginnings of Savannah and Washington, and the comprehensive plan for the growth of New York, are clearly set forth, and they are applied to the conditions of Worcester.

It is fortunately not too late to adopt an intelligent plan for Greater Worcester, instead of the haphazard attitude of its citizens at present, and to insure its well-ordered development. It will be necessary to begin such development, however, in the near future if Worcester is to make the most of its exceptional situation, and to take its place "among the finest cities of the world."

SENATOR HOAR'S AUTOBIOGRAPHY.

Worcester is proud that Senator Hoar has here made his home for more than half a century. It is, however, a pride of a rare and peculiar sort, and no renown he may bring to Worcester will exceed the reverent regard in which she holds her foremost citizen. In Massachusetts, which has known him best, he has been at once the inspirer and the spokesman of the high ideals of civic life which has been the glory of the Commonwealth.

Some are great for what they do, but greater yet for what they are; of such is our beloved Senator. The citizens of Worcester are all his *neighbors*, without regard to race, creed, or political faith, and whether in accord with the popular mood or opposing it, Worcester has never for a moment lost faith in *him*.

"Statesman, and yet a friend to truth! of soul sincere,
In action faithful, and in honor clear;
Who broke no promise, serv'd no private end,
Who gain'd no title, and who lost no friend."

The contributed notice in this number of his "Autobiography of Seventy Years" styles his book a treasure box, and aptly emphasizes some characteristic traits of the author and his vivacious style of narrative.

MORIBUND COMMITTEES.

The attempt to further a public service by a committee without a powerful impelling force behind it, is a vain and fruitless effort. Every organization without a mainspring in the person of some zealous and inspiring official comes to realize its impotence. The great missionary or educational association seeks a secretary fired with its spirit and purpose, one of practical force and prophetic vision, a mover of men, an energizer of committees.

When enthusiasm wanes and ardor dies out, or the mainspring has broken, committees become as useless as the idly flapping sails of a vessel when the wind has been followed by the evening calm.

None suffer more from the load of moribund committees than a Board of Trade, largely due to the fact that its charter of activities is not clearly defined, and the unifying force of public spirit has in few instances proved sufficient to effectually animate the complicated organization, which also lacks, in most cases, the force of efficient official direction.

THE INDIVIDUALITY OF THE CITY.

The changed conditions of life in New England and the new requirements consequent upon them is the subject of an article by a contributor in this number entitled "The City as a Social Factor."

The idea there expressed of the unity of the social life of a city, and the individuality of each city consequent upon such unity, is gradually forcing itself upon the dwellers in New England cities. To recognize this individuality and to insure its proper development would seem the part of wisdom. Careful investigation and deliberate judgment are necessary to meet the new conditions and to adapt the ideals of social service to practical uses for the benefit of all. The time is now ripe for such adaptation, while the new is emerging from the older forms and manners, and indifference and delay now will make later changes more difficult as well as more violent.

The union of jarring individual aims and desires in some form of social effort and mutual assistance is inevitable, and it is the high privilege of the citizens of Worcester to acknowledge their common interests and to assist by some small measure of personal sacrifice in advancing the common good.

GREATER WORCESTER.

THE growth of Worcester up to the present time has been both rapid and healthy. What the future may have in store no man can accurately predict, but all good citizens hope and assume that we are destined to become a large and prosperous city. Cannot we of this generation profit by the costly experiences of the past, and lay down now the foundations for a future growth that some time will make our city noted among the cities of the world for its practical and economical arrangement, its beauty, its civic pride, and the good health of its citizens?

During the last few years, many things have been done that will help to accomplish such a result, but they have been worked out individually without reference to the city as a whole. Is it not time that some broad scheme of development be carefully prepared by experts, so that Worcester's growth may extend along such lines, and with a certain definite end in view? This idea is not a new one, except so far as it relates to Worcester. Probably the first city in this country to be laid out and built according to a definite plan was Savannah, whose avenues, streets and parades were provided for by General Oglethorpe in 1732. At the very beginning of the settlement he saw the possibilities of a city, and wisely made provisions for wide streets and avenues and ample parks. The city has grown and developed practically after the original plan.

In the earliest days of our national life, as soon as the troubles and burdens incident to the Revolution were provided for, Congress set about establishing a permanent home for the seat of government, and in 1791 appropriated money for the purchase of a site for a national capital. President Washington selected the site now known as the District of Columbia, and appointed Major L'Enfant, a noted French engineer, to lay out the city. Taking beautiful Versailles as a model, and adapting its main features to the peculiarity of the location, he prepared the plan upon which the city of Washington has been built. Its avenues, one hundred and sixty feet wide, and its streets, eighty-five and ninety feet in width, make a setting for the mag-

nificent buildings since erected that is equalled by no city in the world, and will ever be a monument to his genius and foresight, and to the wisdom of our first President.

Perhaps the most striking example of a definite plan of extension and development is presented by New York City. The same year that Fulton made the first successful trip in a steamboat from New York to Albany, and laid the foundation for the commercial development of the city, the State Assembly passed an act authorizing a commission of three members to present a plan for the laying out of the city above what is now Houston Street, and thus provided for the material growth of the second largest city in the world.

The provisions of this act are worthy of study, and a few of them are of more than ordinary interest. Briefly the main features were as follows:

The commissioners were to be men of the utmost probity and integrity. It was "lawful to and for said commissioners, or any two of them, and they shall have and possess exclusive power to lay out streets, roads and public squares, of such width, extent and direction as to them shall seem most conducive to public good, and to shut up, or direct to be shut up, any streets or parts thereof which have been heretofore laid out and not accepted by the Common Council of said city, * * * and no square or plat of ground, made by intersection of any streets to be laid out by said commissioners, shall ever, after streets around same shall be opened, be or remain divided by any public or open lane, alley, street, or thoroughfare; and it shall be the duty of said commissioners to lay out the leading streets and great avenues not less than sixty feet in width, and in general to lay out said streets, roads and public squares of such ample width as they may deem sufficient to secure a free and abundant circulation of air among said streets and public squares."

Any one passing the Flatiron building, at the intersection of Broadway and Twenty-third Street, on a windy day will appreciate that the latter provision was conscientiously carried out. The commissioners could take land by right of eminent domain, leaving question of damages to a commission, from whose decision there was no appeal to the courts. The act was declared to be for the public good, and in all litigation was to be construed favorably.

It prohibited the commissioners from purchasing property, directly or indirectly, and provided for many other duties and restrictions, of little interest here.

Gouverneur Morris, Simeon DeWitt and John Rutherford were appointed commissioners April 3, 1807, and in due time reported the plan which now comprises the portion of New York north of Houston Street, extending to 155th Street.

They adopted the rectangular system on account of the greater economy and convenience in building, the avenues running north and south, and fifteen of the numbered streets running from the East River to the Hudson were laid out 100 feet wide. The other numbered streets, running east and west, were made sixty feet wide. While this system, from an aesthetic standpoint, is not attractive, its convenience, simplicity and, as values have proved, its economic advantages, have probably justified their judgment.

They did not ignore beauty or health entirely, but provided for extensive parks, which have since been enlarged and developed greatly by the efforts of prominent citizens, under the leadership of the late Andrew H. Green. Shrewd and far-seeing as they were, they did not even dream that what they said was "improbable for centuries to come" would be a reality in less than one. The following quotation from their report is interesting:

"To some it may seem a matter of surprise that the whole of Manhattan has not been laid out as a city. (Their plan stopped at 155th Street.) To others it may be a subject of merriment that the commissioners have provided space for a greater population than is collected at any spot this side of China. They have in this been governed by the shape of the ground. It is not improbable that considerable numbers may be

collected at Harlem before the high hills to the southward of it shall be built upon as a city, and it is *improbable for centuries* to come the ground north of Harlem flats will be covered with houses. To have come short of the extent laid out might, therefore, have defeated just expectations, while to have gone farther might have furnished material to the pernicious spirit of speculation."

To those unfamiliar with New York, it may be explained that the commission arranged for streets from river to river, nearly eight miles above the then outskirts of population. This is now, with the exception of the area of Central Park, nearly a solid mass of blocks and apartment houses, while immediately north of their extreme boundary, which was to provide for "centuries," there is a population exceeding many times the population of New York in 1807.

We have now seen how three cities have developed along predetermined lines. Some other cities have adopted similar plans, but their history would be repetition. What can be said about Worcester? It has grown by piecemeal. The hand of the speculator and the touch of the politician are seen in every direction. Much of the real beauty of the city is due to the munificence of a very few of our citizens, and to the good, artistic sense of our city engineer rather than to the wisdom of our City Council. Enough has been spent in undoing previous mistakes to liquidate one third of our debt, and twice as much more could easily be used to correct existing evils. It is within the memory of a young man that the Council refused to widen Pleasant Street from Main to West Streets, because it would cost in the neighborhood of seventy thousand dollars. What would it cost now?

Would it not be worth while to profit by past experiences and take advantage of the teachings of other cities and provide *now*, as far as human foresight and engineering skill is able, for Worcester, with a population of 500,000 or more. To do this, many complex problems would have to be mastered, and without presuming to present a plan, some of the principal ones may be mentioned here. It is probable that Worcester will grow by reason of its industries. The extension of these must be provided for, which means manufacturing districts, railroad and trolley facilities. This city is now the centre of a population of 340,000 within the radius of hardly a score of miles. Its avenues of approach must be broad and ample for any traffic. The grades of new streets, as well as their width and direction, should be established. Their drainage and the size of the sewers and water mains should be determined and fixed with reference to the greater population. The system of parks should be enlarged, and the beautiful lake and its surroundings should be made the great recreation ground and pleasure resort of the people. Nature has endowed few cities with such natural advantages. It would not be necessary to expend a large amount of money now.

Legislation could be obtained, subject, perhaps, to question of "constitutionality," that would deprive land owners from the right of collection of damage should they build or develop along other lines than the accepted plan. Then, as land was taken for streets or other purposes, provision for payment could be made as needed. The hand of the grafter and the voice of the ward politician would be powerless to interfere. The practicability of a Board of Public Works has been agitated from time to time. Would not this plan go a step farther and remove the necessity of such a board? For the work of the heads of departments and the duty of the Council would be clearly outlined for many years to come. If, through all these considerations, the city beautiful could be ever kept in mind, and the art of the Old World made to adorn the commercialism of the new, Worcester would take her place among the finest cities of the world. With a beautiful city comes civic pride, and that should be the dominant feeling of the citizens of Greater Worcester.

GEORGE F. HOAR—"AUTOBIOGRAPHY OF SEVENTY YEARS."

The public life of America, more than that of any other country except England, has been a breeder of great men. Great in oratory, great in industry, in knowledge, and in intellectual talent, its history is the history of battles of giants. Nor have the subjects of contention been unimportant; Freedom, Unity, Brotherhood, have been the battle cries and are inscribed on the conquering banners. The underlying causes of the contest, the engagements and victories have been described, considered and explained by the historians of America. The "spirit of the times" and the course of history have been analyzed and catalogued in every particular. Most of the public men who took part in those conflicts have also passed into history; they are faded into influences merely which represent the evolution of the nation. Some still remain, however, and with unabated vigor, still fight as veterans around the standard of liberty.

Senator Hoar's "Autobiography of Seventy Years" is the story of such a veteran. He tells it as an old soldier tells the stories of his campaign. We can see with his eyes, and in his unrivaled, clear and interesting style he gives us his personal relations with the famous men of America for seventy years. His book may be said to be rather of the kind from which history is made than to be history. It is all the more interesting and valuable on this account, as Senator Hoar can say with Tennyson's Ulysses what few men in America can now say:

"Much have I seen and known, cities of men,
And manners, climates, councils, governments,
Myself not least but honored of them all;
And drunk delight of battle with my peers,
Far on the ringing plains of windy Troy."

Senator Hoar's autobiography is interesting both because of its subject matter and also because of the manner in which these mighty deeds are told. The chapters relating to national affairs each tells the matter of national concern which is its subject, from Senator Hoar's point of view; how he looked at it at the time; what he did with reference to it; and his reason or excuse for so doing. In short it is the personal story of Senator Hoar, told with that anecdotal familiarity which he can wield so successfully. Senator Hoar records his impressions of most of the other great figures of a day now past, and pays just tribute to their excellencies. He honors many of them who are now memories only, with special tribute for their high qualities and draws their portraits for the admiration of their countrymen. His pictures and anecdotes of the men of Worcester whom he has known are especially interesting, and in these, even more than in his other chapters, the personal viewpoint appears. He opens his window for us and we look out under his direction upon the history of the last sixty years.

Senator Hoar's book is a treasure box of information and anecdote with its jewels without arrangement and with no sequence except that of the advancing years. Every man's life is in like confusion and a true biography therefore must follow no logical method. If it does it partakes more of the character of the dissecting room than of the story of a life. Through it all, however, his love of liberty, of English liberty, of justice to all men, his absolute sincerity and intellectual honesty are made manifest. The foundation for the esteem of his fellow citizens and the reasons for their unwavering confidence in him, even if he may oppose their opinions, may be clearly gathered from the perusal of his autobiography.

Senator Hoar possesses the esteem and confidence of the people of Massachusetts in a measure which has been surpassed by none of the men whom

he has delighted to honor. He has himself proved the truth of his statement, that "the one thing the people of Massachusetts will not forgive in a public servant is that he should act against his own honest judgment to please them." They have been called on to forgive this in their representatives but few times in the history of Massachusetts, and their demand that a man should be responsible only to his conscience has never been made in vain from Senator Hoar. The manner of Senator Hoar's elections as representative and senator show both his attitude toward his countrymen and their confidence in him. Every nomination which he has received has come to him unsought, many of them almost against his will. He has yielded to no man, he has flattered no man, to gain his high position, which is a tribute of his fellow citizens to his sincerity and moral courage no less than to his ability. His letter in regard to the A. P. A. excitement of some years since illustrates his pre-eminence in both. This letter is quoted and the attending circumstances described in one of the chapters of his book, and his services in restraining, as his letter did, the threatened outbreak of religious bigotry are enough alone to entitle him to the grateful remembrance of every lover of freedom.

Senator Hoar states an instructive and now little remembered fact when he says that "a complete system of education at the national charge was an essential element of the reconstruction policy;" and that this was favored by Sumner, Grant, Edmunds and Evarts. He says that Sumner considered this part of the reconstruction policy so vital that when it was defeated by a tie vote in the Senate he burst into tears and left the Senate chamber. It is an interesting inquiry as to what the position of the negro race in the South would have been if this "essential part of the reconstruction policy" had been carried out. Senator Hoar's stories of the four national conventions of 1876, 1880, 1884, and 1888, which he attended, is also most interesting, as he tells rather his impressions of them than their formal history, and we are admitted behind the scenes as it were. The scholarly style of writing possessed by Senator Hoar is rendered still more attractive by the frequent Latin quotations, generally from Cicero and Tacitus, with which the book is supplied. This fact alone illustrates the great difference in the collegiate education which Senator Hoar received and that with which the young men of to-day are equipped. Probably not ten per cent. of the college graduates of recent years can even translate the Latin quotations of Senator Hoar, to say nothing of possessing the wide acquaintance with classical authors which is necessary to make such quotations. Senator Hoar's recommendation for training in oratory by translation of Latin and Greek authors into English, if an essential for an orator, would interrupt, it is to be feared, the oratorical pursuits of most of the present generation.

Senator Hoar is a passionate lover of England, and his tribute to her, "Certainly there is nothing like England and there never has been anything like England in the world," recalls the tribute of another American, whose writings have amused and delighted his countrymen, "The charm of England is unique; it has no duplicate."

Senator Hoar's book is written with the flavor of a bygone period, his pictures of men and measures clothe the dry bones of history with the living flesh, and the departed soldiers of the republic again throng their triumphant battlefields. Many lessons of value, especially to his fellow citizens of Massachusetts, might be drawn from the "Autobiography of Seventy Years," but as Senator Hoar omits to emphasize them it would be presumptuous, as well as improper, to attempt to do so in this article. The book is the unassuming record of a life devoted to the service of his country, to truth and to those ideas of freedom and equality on which the American nation was founded. To Senator Hoar and his associates the men of this generation owe the preservation of those

American ideals and their triumphant progress, and also the duty to hand on the torch of liberty undimmed. He has assisted at this nation's "new birth of freedom," and by his singleness of purpose, his love of justice and of democracy he has done much to insure that "government of the people, by the people, and for the people, shall not perish from the earth." H. W. F.

THE CITY AS A SOCIAL FACTOR.

THE distribution of population in New England is rapidly changing. In the early part of the nineteenth century, the country, that is, the inhabitants on scattered farms and in small towns and villages in New England, was relatively much more important than the city; that is, the inhabitants in larger centres of population who supported themselves principally by trade and manufacture. In addition to this commercial preëminence, the intellectual importance of the country over the city was in proportion to their relative numbers.

It would perhaps be conducive to clearness if a definition was attempted here of both "country" and "city." The term "country" is used to indicate both persons dwelling in isolated houses and in those communities which are not large enough to forbid to their inhabitants the same methods of life as are practiced in the more widely separated dwellings; and the term "city" denotes only those collections of human habitations so large that, in order to provide for the convenience, health and necessities of the people, many things which in the country each man can do for himself, in the city must be done for him by the collective body, and many things which in the country he may do without objection, he is not allowed to do so in the city. In other words, the country is individualistic and may be more or less so according to the desires of the individual dweller in the country; while the city is compelled to be socialistic in many things, irrespective of the wishes of its inhabitants. This line of distinction, while of course a matter of degree, and so in some cases indefinite, is an absolutely necessary one, and hence accurate where it can be applied.

Returning to the relative importance of the country and city in New England, the conditions of things fifty or seventy-five years ago is well known. The cities were small and in fact very few in New England would come under the above definition at all. The great majority of the population lived in the country, and city problems and city necessities had not arisen as questions for discussion. Such few communities as might lay claim to be cities were but little larger than the largest towns, so that practically the whole population of New England was homogeneous, both in manner of life and in race, and for the purposes of comparison with the situation at the present day, may be said to have been all inhabitants of the country. All the institutions of New England were individualistic in character, and such as would result from the fact of a population living in the country. In the form of government the town meeting reigned supreme, where every citizen had a voice and a vote on all matters, and as a consequence where every citizen was interested in the affairs of government.

The intellectual life of the New England of those days was no less individualistic; lyceums, debating societies and the lecture system interested every one, by means of which each person formed his own ideas on the questions of the day by attrition with the ideas of his neighbors and by personal enlightenment and instruction by the more intelligent or more highly equipped men of the nation. To convince the people of the country of the wisdom or the truth of a certain policy or idea, it was necessary to convince each one of them, and the machinery of government and education was adapted to that end. In regard to the homogeneity of

race, the inhabitants of New England fifty years ago were practically all of English descent, and had exaggerated in America the English love of liberty and anti-social qualities. The result of the combination of an isolated manner of life and a highly individual race was to develop a society in which in governmental matters freedom was the supreme and only good, and which in intellectual lines was highly favorable for the production of extraordinary intelligent, able, and self-reliant minds. Few other communities have approached New England in the early days in these respects. The cities of Greece in her glorious period were similar in character, when every citizen was judge and lawmaker, and felt competent to criticise the tragedies of Sophocles; and when alone she repulsed the armies of the great king. Both Greece and early New England were congenial soil for the development of highly gifted individuals, and both Greece and New England lacked the qualities which encourage co-operative effort and sacrifice of the individual for the benefit of the community.

At the present time in New England the conditions and manner of life have changed, and the city now instead of the country is the predominating factor. The old New England society, admirable as it was, was unfitted for the enormous increase in population which has come with the advancing years, and it has broken down under it. While perhaps the natural increase in population, nearly all of which has congregated in closely inhabited cities, would have carried New England out of the old manner of life, the large immigration of persons of foreign birth, which also inhabits the cities, has hastened the transformation. But although the old New England has passed, nothing has as yet arisen to take its place, and its social life at the present time is a chaotic jumble of misfit governments and *laissez faire* policies. The cities of New England are now far in advance of the country numerically, and even in the country the character of the people has changed so that there also the old scheme of things is outworn. Nothing as yet, however, has been brought forth to correspond to these diversified conditions, either in form of government or in intellectual or educational activities. We are still trying to put our new wine into the old bottles and with the usual disastrous result.

It is in some respects unfortunate that the excellent qualities of the old New England society are especially unfitted to the present New England conditions, and that these conditions require the very qualities that that older society conspicuously lacked. It is essential for the successful social life of a community which is large enough to become a city that the individual surrenders much of his liberty for the good of the whole. This is shown clearly by the method used to differentiate in definition the city from the country, and it is this radical difference in the conception of municipal society from the ideals of rural life that is as yet unrecognized in the development of the New England cities. Some social sacrifice and co-operative effort indeed there must be in every city, and is involved in its very existence; but in New England such necessity is only tacitly acknowledged, and many inconveniences and discomforts are endured by the dwellers in the cities, through their inability or want of success in detaching themselves from the old ideals and clearly assuming the different burdens which have arisen from the different circumstances.

The fundamental ideals of individual freedom and initiative are of course as true and as excellent now as the newer ideals of social sacrifice and co-operative effort were seventy-five years ago; the New England of the present day, however, stands with her feet in the present and her face turned toward the brightness of the past, and as yet seems unmindful of the equally brilliant and, in some respects, more worthy light of the rising sun. Her ideals are fitted to a society that is past, and her circumstances demand ideals of a society that is yet to come. It is a transition period in the social development of New England, and the difficulty of the transition

is increased by the excellence of the old-time manners. For this reason the cities of New England do not exercise an influence in social development proportionate to their size and importance; they are struggling to advance in fetters, and the society, whose garments these fetters were, no longer exists. In government, as in the intellectual life, the discrepancy between the faith and the practice of New England is becoming more glaring, and the rapidly changing conditions cannot but result in a change in New England ideals, both of government and of social relations. The delegation of authority by the individual voter to his representatives for the solution of municipal problems, and the surrender of many highly prized rights has already been accomplished; but as it was done under the spur of necessity no time was taken for consideration of methods, and the forms of national and state government, utterly unsuited to municipal affairs, were the makeshift result. The modern newspaper and the magazine have superseded the lyceum and the lecture as the informing medium for the people, and as they have been the product of the new conditions, they are more suited to the new requirements.

Many essentials of civilized life in cities are now performed by communal activity; the sewage is uniformly disposed of by the community, and unpolluted water is almost as uniformly supplied. Children are educated, fires are extinguished, thieves arrested, and streets are cleaned by the united body of the citizens, and nearly everything that relates to the safety and health of the city is even now in the care of the city. It is one of the most important questions of the day, and one whose solution is perhaps somewhat hampered by the early rural ideals of New England, how far this municipal control should be extended. Should it embrace matters of universal concern, but which may be regarded as conveniences rather than necessities, and if so, how many of them should be performed by joint action? Should the individual liberty of the citizen be curtailed in every case in which all the citizens are interested, or only in a few? In short, where should the line be drawn between co-operative action by the city and the liberty of the individual citizen? Such questions as these must be answered, and it is for the awakening municipal intelligence to attempt a satisfactory answer.

Ideals of local pride are also slowly developing, faint instincts of a duty to one's place of residence, which had small place in life in the country. The more intimate relations consequent upon dwelling in a more restricted area raise a dependent feeling among the citizens of a city and a desire to improve the conditions of life in it. This civic pride and social self-sacrifice is a new and strange idea in the cities of New England, but these ideas will persist and increase, as they are the products of the changed conditions of life of the present day. The perception also also will become clearer that the welfare of each is closely connected with the welfare of all, and that, while the reaction against the old idea "*pro suo cuique jure*," should not be carried too far, the motto of the modern city should be, "Each for all and all for each."

This, then, is the distinction between the new and old in New England, that while the foundation principle of the old was justice, the leading idea of the new is helpfulness and mutual assistance. And the cities of New England, both in governmental affairs and in social and intellectual character, seem to be tending in this direction, with timid steps, it is true, at present, but gaining more assurance with each advance, and as it is certain that the controlling influences in New England will be municipal, it seems also assured that when the cities clearly recognize the changed conditions and what these imply, or in other words when they "find themselves," much that is crude and imperfect in their organization and character will be discarded and a social revolution, none the less definite because peaceful, will have been accomplished.

A. B.

MUNICIPAL OWNERSHIP—A FEW ELEMENTARY PRINCIPLES.

IN considering the place of municipal ownership in America, it will be convenient first to consider the character and functions of the various divisions of government, and then the question whether there is any place in them for municipal ownership or any present justification for the doctrine.

It is, of course, understood that by municipal ownership is intended the possession of the title by the city or state to means of public service in which all the people of that city or state are interested, but which are now carried on by private individuals; such as facilities for transportation, fuel supply, and the like. The wisdom or desirability of municipal ownership will not be discussed.

The state in America is the original unit of government, and the counties and cities are subdivisions of the state. The state possessed formerly all the powers of government and still possesses what has not been surrendered to the United States. And since, in the union of states, they gave up only that portion of their governmental functions which could be done better collectively, all the regulations of private affairs remain the care of the state. To better regulate these private affairs the state has entrusted to the town or city many of its powers of government; and while it performs nearly all the matters of general concern not granted to the nation, the city government determines, under the direction of the state, nearly all the questions which concern the present habits and actions of the individual. The town and city, therefore, have in charge almost exclusively the exercise of the police power, which is made necessary by the fact that a large number of people are living in a limited area, in order to insure their health and comfort. The other branch of the city's functions concerns matters which can be done better collectively than individually, but which are still local in character. Each city maintains its own fire department for fighting fires in its territory, its own schools for the education of its citizens, its systems of sewerage and water-works, its hospitals and public libraries. It lights, waters and repairs its streets, and plants shade trees in them, and establishes and cares for parks and playgrounds. In this latter division of municipal activity, inasmuch as the matters there set forth may be questions of interest to the inhabitants of a larger area than the city or to all the inhabitants of the state, the statutes of the state prescribe how such things should be done, and the state also has means for executing its statutes, if the city should neglect or be unable to do so; hence, the State Fire Department, State Police, Hospital, Park Commissions, etc.

The powers of the state, both directly and through the city government, aside from questions of its preservation and continuance, are therefore exercised to promote the safety and the convenience of the whole people. The police department is to preserve order and prevent the injury of one citizen by another; the health and fire regulations also further the safety of the citizen. If a citizen builds a building, he must build it in accord with the rules of the city, and if he uses the highway, he must use it without interfering with its use by his fellow citizens. The convenience of the citizen is also the care of the city, and for the sake of this convenience the city undertakes to supply water, to repair, light and water its streets, to furnish hospitals, provide parks, public libraries, and free schools. Municipal ownership may be justified, therefore, if it can be brought under either of the above divisions; if it contributes either to the safety or the convenience of the citizen it will not be an unauthorized and improper exercise of power by the state or city. Of course, technical charter provisions, which may or may not allow some particular city to embark on

a programme of municipal ownership, are not in question, and the power of the city is considered as the power of the state acting through the city, and hence that the city can do all that is possible to the state. The city is rather the hand that executes than the brain that determines.

By the "social compact," as stated in the preamble to the Constitution of Massachusetts, "the whole people covenants with each citizen, and each citizen with the whole people, that all shall be governed by certain laws for the common good." And as has already been shown, by the consent and practice of the Commonwealth the "common good" has been defined to include those matters which concern the safety and convenience of the citizen. It is apparent that the municipal ownership of many enterprises of municipal interest would tend to increase either one or both of these objects, and that such municipal ownership would, therefore, not be contrary to the spirit of American institutions. Indeed, the American cities are already engaged in the management of their water supply, although at first this matter was almost wholly in the hands of individuals. Into this question it was felt that both the safety and convenience of the inhabitants entered, and hence its ownership by the public was not long delayed. Some cities have gone farther than this and own other instrumentalities of public service, such as means for supplying gas, cemeteries, etc. All cities own and control the disposal of their sewage, and in this matter also both the safety and convenience of the citizen are concerned. The ownership and control of highways and bridges by the local authorities is now universal, and turnpikes and toll-gates are unknown. The safety of the citizen does not seem to be here involved, except perhaps remotely, and the question of communication seems to be one principally of convenience. The historical control by the county over many roads, and the fact that only a portion of the highways were in private hands made the transition from private to municipal ownership easier of accomplishment. This fact will, perhaps, assist in transferring to the public the other means of communication which are at present under private control. The pleasure of the citizen is contributed to by municipal parks and playgrounds, and he is instructed by public schools and libraries, and art museums, all of which have been at some time in private hands.

Municipal ownership, then, is not to be confined to despotic or "paternal" governments, but may be justified upon principles which are not only not foreign to the American idea of government, but which have been acted upon by the governments of America for many years. This view of municipal ownership does not, of course, contemplate the participation of the city in its varied industries, nor the competition by it in matters of private concern. The expression of the preamble to the Constitution "for the common good," restricts the city's action to matters in which all the people are concerned, even if the city's interference with private affairs was not contrary both to the spirit and the practice of American democracy. To show that such ownership by the governing bodies is not contrary to the spirit and usage of this country when the safety and convenience of all the citizens are at stake, is the object of this article. The principle is clear and may be easily applied to each case; whether a city or state with a democratic government can become the owner of and manage any particular enterprise, is simply a question of whether the safety and convenience of all its citizens are concerned in the conduct of that enterprise. If so, the powers of government possessed by the state are sufficient to compass it. If, however, the common safety and convenience are not in question, the assumption by the government of the power to carry on such a business would be a most flagrant exercise of despotism. Whether the state should, even for the safety and convenience of its inhabitants, attempt municipal ownership, is, of course, another question, and one which will arise differently in each case, and one

which must be considered upon the individual circumstances.

The municipal governments of America have already applied this principle in certain cases, and its further extension is at present a matter of debate. It is, of course, a question of degree and in any particular case opinions may differ as to whether it is a matter in which the safety and convenience of the public are concerned. And if this is admitted, an opportunity of discussion is again afforded on the question of advisability of its extension in that particular case. The line of distinction is clearly apparent in the different methods of treating the questions of the disposal of sewage and the regulation of plumbing by the city. In the sewerage question it is assumed, without argument and almost without consideration, that both the public safety and convenience require that the city itself should own and manage its sewerage system. When, however, the sewerage question enters the individual house, it is as definitely recognized that neither the public safety nor convenience demands that the city shall carry on the business of furnishing the sanitary fixtures. Both ends may be completely attained by the passage of regulations governing the matter. The character and convenience of the plumbing fixtures may be secured by the enforcement of sanitary rules. This distinction may perhaps throw light on the present tendencies; where the safety of the public is alone concerned it may usually be protected by the proper regulations of the city; where the convenience of the citizen is alone in question, municipal ownership is still unsettled; but where the public safety and convenience are both concerned, or where the public safety can not be attained otherwise, the cities of America have had no hesitation in entering upon the policy of municipal ownership.

The principal arguments of the present day in regard to municipal ownership are addressed to the advisability of its extension to questions of the convenience of the citizen and the particular matter most discussed is in regard to means of communication. Here the advocates of municipal ownership are reinforced by the fact that roads for foot passengers and carriages are already managed by the state. The issue is thus clearly joined and arguments relating to the impotency of the state to accomplish this municipal ownership, or that such ownership is contrary to the spirit of a free government, would seem immaterial as well as unconvincing. It is the foundation principle of American government that the individual citizen surrenders only so much of his natural liberty to the government established by the consent of all as will serve for its preservation and for the safety and convenience of his fellow citizens; no further demand by the state and no further surrender by the citizen is ever lawful or justifiable. But it is no less firmly established that any questions relating to the preservation of the government and to the safety and convenience of the citizens, the state is the supreme authority, and that in such matters it not only has the power, but has already exercised it in many cases, of owning and managing for the "common good" enterprises hitherto conducted for the benefit of their individual owners. It would seem, then, to be clearly within the power of a democratic government, as well as not contrary to the spirit of such a government, where the safety or convenience of the whole people are concerned, for that government to own and manage public enterprises. Whether such a course in any particular case, or in general, would be advisable, has not been considered.

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WHAT THE CITIZEN HAS DONE FOR OUR PUBLIC PARKS.

Elm Park.

A visitor to Elm Park to-day can hardly realize that this gem of Worcester's park system has been wrought out of a low, marshy tract of land once covered with alders, brakes, tussocks, brambles, and skunk cabbage, yet by the wise fore-thought and persistent effort of Edward Winslow Lincoln, the present result has been attained. Many tributes of appreciation were paid to him at the time of his death in 1896. So it is not the purpose of this article to still further eulogize his life's work, but rather to keep alive in the minds of our people that true public spirit that actuated Mr. Lincoln in this part of our "municipal development."

While this tract of twenty-six acres was purchased in the year 1854, fifty years ago, it was not until after the appointment of Mr. Lincoln as a member of the Commission on Shade Trees and Public Grounds in the year 1870 that anything was done towards its improvement. Public sentiment was not very favorable to the expenditure of money for such a "luxury as a public park," and the one thousand dollars left as a legacy from the Hon. Levi Lincoln, and the small revenue derived from rentals of the grounds for circuses and menageries, were all the means that were available for park work until the year 1874, when an appropriation of two thousand dollars was made by the City Council for the improvement of this park. But while waiting patiently for the "sinews of war," Mr. Lincoln was by no means discouraged. He had faith in the future of Worcester, and also certain ideas to be worked out in the development of this rather uninviting tract of land. He had topographical surveys made, and also put his ideas into practical form by carefully studied designs which were gradually worked out in later years. The original plan is now in the rooms of the commission at City Hall, and bears the suggestive inscription: "Thought and wrought by Edward Winslow Lincoln, anno domini 1874-1882."

In his design, about one-sixth of the entire area was to be given to a water feature, which the character of the land made feasible, when means to make the proper excavation were available; the remainder was laid out with broad walks, open lawns and flower gardens. At the outset a small nursery was established, and it was ever after maintained. A large proportion of the trees now growing on Elm Park and Newton Hill were grown in the park nursery.

Mr. Lincoln was a student in various lines of arboriculture, floriculture and horticulture, and his ready pen, which he wielded vigorously on all matters of public interest, and especially through the public reports of the commission and the Horticultural Society, of which he was secretary, brought him into prominence outside his native city. His love of trees and flowers was almost a passion, and his work at Elm Park enabled him to gratify that passion, as the rich collection of trees and shrubs now growing there bears evidence. Not only the nurseries of this country have been drawn upon to make the collection of rare trees, but England, France, Germany and Japan have contributed something to make up the interesting arboretum of Elm Park.

The laying out of walks and flower gardens and the planting of trees, shrubs and flowers were easy problems compared with the establishment of the water feature. Excavations were made to test the character of the subsoil, only to find that the peaty formation was of a variable and uncertain depth. It was a disappointment that a pond with a clear, sandy or gravelly bottom could not be secured. Not to be disappointed, however, in this feature of his plans, Mr. Lincoln

decided that a pond even with a mud bottom was better than no pond, and during the winter months for several years in succession, the park employees were engaged in the excavations for the pond.

This pond was to be utilized in other ways besides furnishing a beautiful waterscape effect on the park proper. A section was to be set apart for an aquatic garden. Water fowl were introduced, to give a little life as well as to amuse the children, and boating was introduced as an experiment, but abandoned a few years later. The greatest enjoyment has been derived from skating, which sport, in Mr. Lincoln's language, "has been heartily enjoyed by all ages, sexes and conditions. Matron and maid, saint and sinner, the reverend clergy and some in evident need of the Gospel, met upon the same icy plane, and saw the same stars." Safety was taken into account, and the depth, according to Mr. Lincoln, "should nowhere be such as to imperil the life of a child old enough to be trusted in the park, and smart enough to stand up straight should it unluckily break through."

The material taken out was used to raise the grade of contiguous land, and four small islands were left as a part of the plan. The peaty deposits on the borders of the water furnished an ideal soil for the successful growth of the rhododendron, azalea and kalmia, which Mr. Lincoln planted in large quantities, and which to-day is recognized as affording one of the largest and best displays of these flowers to be found in the Commonwealth. Another feature of Mr. Lincoln's work was his assembling of the native flora of this county, and planting on the islands. The azaleas, kalmias, sumach, alders, amelanchiers, alders, willows, sassafras, wild roses, and the large variety of native herbaceous plants form a most interesting study for the lovers of nature.

I have confined this sketch wholly to Mr. Lincoln's work on the original Elm Park. The Newton Hill section, which was acquired more recently, received some attention during his life, in the way of road and foot walk construction, and the planting of forest trees. His contribution to Worcester was service—twenty-five years of constant, untiring, unselfish service. His masterpiece is Elm Park, and no more fitting monument can ever be erected to his memory.

Institute Park.

The service rendered our city by the Hon. Stephen Salisbury, in connection with our public park system, is of a different nature from that of Mr. Lincoln, although in a measure it partakes of some of the same characteristics. Mr. Salisbury was a member of the Parks Commission at the time the plans were being formulated for our comprehensive system of parks. As one of the tracts comprised in this scheme was owned by Mr. Salisbury, he gracefully retired from the board, so that the members could all work with perfect freedom in the premises.

In a communication to the Mayor, under date of June 20, 1887, Mr. Salisbury said in part:

"The reports made a year ago by the Commission of Public Parks, suggesting a systematic plan for providing public grounds, was well timed, and the approval with which the generous scheme was received, and the recent purchase of land for such purposes by the city, showed that the importance of early action is fully understood. Through the wise forethought and generosity of two of our citizens, we now possess at Lake Quinsigamond a park of one hundred acres, which is destined to be more used and more fully appreciated as the years roll by, when the population of our city increases and advances to meet this outlying district. While large parks accessible by conveyance are important, smaller parks easily reached on foot in different parts of the city are equally desirable, and these smaller parks, if not properly secured, can never be obtained within easy distance from the business portion of our growing city. With a view of promoting to some extent the accomplishment of what is desired by many of our citizens, I offer to give to the

city a tract of land situated on the southerly side of Salisbury pond, bounded and described as follows:" (Then follows a description of the land, which embraces an area of eighteen acres.)

His benefaction did not cease with this gift of land. At the very beginning, he assumed the principal share of expense attending the work of improvement. The year following his gift this work was entered upon under the direction of the Parks Commission, the general plan of development having been arranged by Mr. Lincoln, chairman of the board, and Mr. Salisbury.

The first important work was the defining of the boundary lines bordering on Salisbury Pond, and the building of a heavy revetment wall. This was partially completed the first year, and a portion of the low lands were filled and made available for park use. While part of this labor was performed by the regular park employees, the larger share was done by Mr. Salisbury's men and teams. The work was continued the next year, but at a more rapid pace, as Mr. Salisbury's progressive spirit would not allow the delay incident to the gradual development of the park, which would be necessary from the limited means that could be apportioned for this work from the regular appropriation to the park department. From this time forward the expenses incurred in improvement were borne wholly by Mr. Salisbury, who personally superintended the work. Each year witnessed the constant improvement in the way of the building of drives and walks, the erection of the various structures that form so important a feature, and in the planting of trees. During the five years, from 1889 to 1894, this tract of eighteen acres was transformed from an ordinary farm field into the ideal city park that greets the visitor of to-day.

The question is often asked of the Parks Commission, why is it that there are no flower beds or flowering shrubs in Institute Park? The answer is that Mr. Salisbury entertained certain ideas in connection with the development of this park that the Commission felt bound to respect. His position was that Elm Park, but a short distance away, supplied the garden and flower bed features for the enjoyment of our citizens, and that this park should be treated on different lines; it should be a place where the greatest freedom should be given visitors. The drives, skirting the shore of the pond, would furnish pleasure to visitors in carriages, as well as to bicyclists. The buildings were for utility, as well as pleasing in their architectural design. The trees were to furnish shade and comfort. The main idea was to allow visitors to roam at will over the grounds without any sign, "Keep off the grass," to greet their eyes. His idea that the introduction of flowering shrubs and plants would be too tempting to visitors, is not entertained by the Park Commission. Experience has proved that the more that is done to provide these attractive features for the enjoyment of our people, the greater respect is shown for this work.

Not content with what he had accomplished for the enjoyment of our people at Institute Park, a new problem presented itself to his mind as to how he could still further add to the happiness of our people by making accessible one of the natural attractions of our city. Bancroft Hill was a most important elevation, and to allow the public to have free use of the summit, and easy means of approach by a newly constructed roadway, was his next most generous act, but that was not enough. "Higher, higher, let us climb," seemed to be his watchword, and the Bancroft tower that now surmounts this hill became a reality. This had hardly been completed and the surrounding grounds made inviting by the planting of trees and shrubs, and the supplying of plenty of seats for the use of visitors, when the old ice-houses on the northeasterly shore of Salisbury Pond were destroyed by fire. Mr. Salisbury would not allow their rebuilding, but immediately proceeded to clear away the debris, filled up the uneven places, covering the surface with loam, and seeding the whole area

in grass. This was followed by the construction of a driveway through the forest and around by the shore of the pond, planting of trees, and the placing of seats in inviting spots completed the work.

This was made available for the use of our people another attractive pleasure spot, and all through Mr. Salisbury's generosity.

Such, in brief, is the story of what two citizens have done for the parks of our city, which has come under the observation of one who believes in Worcester, and in the importance of this feature in her "municipal development," and in the influence that our parks exert in promoting good citizenship.

JAMES DRAPER.

WORCESTER BOARD OF TRADE.

The Committee on Membership have sent out a communication to each member, urging every member to secure at least one new member.

This is the best time of the year to invite a friend to join the Board, for the reason that applications received between January 21st and the annual meeting will, upon payment of the entrance fee, entitle the member to membership until the annual meeting in April, 1905.

The following resolutions were unanimously adopted by the Directors at their meeting January 14th:

"WHEREAS, the city of Worcester has, through its voters, placed in the Mayor's chair our President, Mr. W. H. Blodget,

"RESOLVED, that it is with due appreciation that we, the Directors of the Worcester Board of Trade, acknowledge this honor conferred upon one of its members and its President, and that we extend to him our hearty congratulations and support.

"The Worcester Board of Trade has always been an important factor in the commercial prosperity of our city, and it seems to us that we can offer these resolutions with a due sense of propriety out of respect for his efficient services in this body during the past five or six years.

"If the same energy prompts his efforts as Mayor as they have while President and Director of our Board of Trade, the city will have cause to congratulate itself upon having a man at the head of affairs who has made a success in office, as executive, as well as a success in his private business.

"RESOLVED, that these resolutions be spread upon our records and a copy be sent to Mr. Blodget."

A communication from the American Chamber of Commerce, Berlin, relative to postal rates on merchandise, was referred to the Committee on Legislation.

In conformity with a request from the State Board of Trade, a request has been sent to our Senator and Representative at Washington favoring legislation which will give to the Interstate Commerce Commission sufficient power to be of service to the business interests of the country.

Senator Hoar and Congressman Thayer were also communicated with in regard to the Lodge bill, which is now before Congress, which seeks to reorganize our consular service upon the merit system.

A number of opportunities for investment of capital in local enterprises are now available, and members or any person with capital are at liberty to call and investigate for themselves.

REPORT OF COMMITTEE ON TRANSPORTION AND RAILROADS.

In December last it was brought to the attention of your Committee that the rates between Worcester and Greenville, N. H., were excessive. The rates in force were as follows:

1	2	3	4	5	6
24	20	16	14	14	14

After considerable correspondence we have obtained a reduction to the following rates, which are same as from Boston to Greenville, N. H.:

1	2	3	4	5	6
18	16	14	11	11	10

We hope that this reduction will enable our Worcester shippers to make a better showing to this point.

Respectfully submitted,

COMMITTEE TRANSPORTATION AND RAILROADS,
Paul B. Morgan, Chairman.

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THE WORCESTER MAGAZINE

MARCH--1904

Magazine and Municipal Comment.

What the Citizen Has Done for Our Public Parks. II.

Gen. Samuel Haven Leonard. With portrait.

School Management.

To Improve the School and Fire Departments—A Suggestion.

The Pilgrims of To-day—The Norsemen.

A Winter Walk in Worcester.

An Interesting Bit of History.

DEVOTED TO

Good Citizenship and Municipal Development

PUBLISHED MONTHLY BY THE BOARD OF TRADE

WORCESTER, MASSACHUSETTS,

U. S. A.

$1.00 A YEAR. 10 CENTS A COPY.

CHARBONNEAU

Elegant Spring Hats.

You can walk into our store, look around and see more style and elegance in Men's Hats and Furnishings for this spring than anywhere else in Worcester. It is no exaggeration to say that we carry the largest line. Our $2 00 and $3.00 Hats for this spring will surprise you. There is more style and quality in them than ever before.

Custom Made Clothes.

We invite inspection of our new arrivals of fine woolens for the making of spring clothes. You will find them to be the handsomest patterns you've seen anywhere. For business suits and for dress suits we certainly have one of the most elegant lines in town.

Let us show you.

8 FRONT STREET.

LAKE PARK—H. H. BIGELOW AND E. L. DAVIS.

HADWEN PARK—O. B. HADWEN.

WHAT THE CITIZEN HAS DONE FOR OUR PUBLIC PARKS.—Page 46.

The Worcester Magazine.

Vol. VII. MARCH, 1904. No. 3.

This magazine is published by the Worcester Board of Trade. Its reading pages are devoted solely to municipal development, good citizenship and the business welfare of Worcester. Space in these pages is not for sale.

MAGAZINE AND MUNICIPAL COMMENT.

THE BOARD OF TRADE.

In the complex life of modern times an individual can do but little. All the great enterprises are conducted by combinations, both of individual skill and enterprise, and of capital, which is the result of individual skill and labor. And it is to the facility in such combination and the quickness to take advantage of opportunity for union to which America owes, more than anything else, its rapidly increasing preeminence.

Nowhere more than in the municipal life of America are both the need and opportunity for the increased power that comes from the united action of individual citizens. The good of the community demands now as always the public-spirited action and impulses of each citizen; but the benefits which result from such action can be gained only when it is focused upon a single point. The first duty, then, of those who desire to further the welfare of all is to accomplish the union of all who have like aims. It has become almost impossible to accomplish any advance except through organization. And, indeed, this is already so well recognized that almost countless organizations now exist which embrace every purpose of reform.

In the life of a city also it is not alone for reform that organization is of value, but it will also give expression to the combined conscience and feelings of all who inhabit the same locality. For this, more is required than an organization with a limited purpose or for a single aim. To be truly representative all opinions should be harmonized, all beliefs should be united. What is thereby lost in intensity is gained in the assurance of unanimous consent, and the earnestness in carrying forward the desires of all should at least equal that displayed in partisan advancement. Worcester, like most American cities, possesses already an organization which is constructed upon these lines, and the voice of the Worcester Board of Trade should speak the combined judgment of the citizens of Worcester. It is, of course, necessary, in order that it should attain this high ideal, that the wisdom of all should contribute to its judgments, and that it should individualize the combined opinion of all the citizens of Worcester. In this way it will avoid a too eager radicalism and yet will not remain a "body of death" in every forward step.

There is, then, the duty upon the citizens of Worcester to unite in employing this facile engine of progress, which is ready to their hands, and to recognize that without the power which comes from the combination of all, the very perfection of its methods becomes its imperfection.

THE PUBLIC SCHOOLS AND THE BOARD OF TRADE.

The important question of the size of the School Board is now presented to the citizens of Worcester, and the duty of the Board of Trade in regard to it is the subject of an article in the present number. This question must, of course, be ultimately decided by the inhabitants of Worcester, but as is clearly set forth by the writer of the article above referred to, it is now for the Board of Trade to aid in its decision by presenting to the citizens the theories and experience in regard to this question which have been propounded and worked out by other cities where the conditions are similar to those in Worcester.

The Board of Trade, in short, is to act as an investigating committee to ascertain the latest word upon the subject and thereby assure its intelligent consideration.

It is to be hoped that the Board of Trade will embrace this opportunity of public service, as it already possesses all the necessary machinery of committees, etc., for promoting it.

As is set forth in the article, such work is not foreign to the purposes of a board of trade, and it would seem that some of the zeal shown by the Cleveland Chamber of Commerce in assisting in the establishment in the State of Ohio of a system which is already successful in the city of Cleveland might animate the Worcester Board of Trade in procuring for the city of Worcester itself whatever is proven best by the experience of the other cities of America. At the present time one of the principal questions in Ohio as well as in Worcester is of the size of the school boards, and as is stated by the Cleveland Plain Dealer, "The issue is squarely between the Cincinnati system of big boards, political spoils, and demoralized schools, and the Cleveland system of direct responsibility, efficient management, and schools of the highest rank." The Board of Trade should investigate the details of the "Cleveland system" in order to enlighten the citizens of Worcester, and thereby aid in the solution of the difficult question which is now before them.

An interesting comparison is also given in regard to the school boards of Worcester and eleven other cities nearest in point of population, showing that while Worcester has the smallest population of the eleven, it has the largest School Board. More of such information might be procured to assist in a determination of this subject, and it appears to be clearly within the province of the Board of Trade to procure it.

WORCESTER'S BENEFACTORS.

Worcester has sometimes seemed to lack in regard for its benefactors, and in appreciation of the character and services of its citizens to whom its reputation is chiefly due. The population of Worcester is rapidly changing, both in numbers and character. It draws upon the surrounding towns, and also upon other states and foreign lands, and every decade opens not a new chapter in our history, but a new volume with a new loosening of the bonds which should bind our past and present municipal life.

The articles in the Worcester Magazine by Mr. James Draper upon the contributions to our park system made by private citizens is not only a deserved tribute to these city benefactors, but a distinct service to the Worcester of to-day in calling attention to the services of Lincoln, Salisbury, Davis, Hadwen, Dodge, Bigelow, and Messinger. To these names singled out as donors of material gifts in land and money should be added that of the late Postmaster J. Evarts Greene, to whose fertile mind much of the comprehensive plan of our present park system is due, and last but not least should be added the name of the writer of these articles, Mr. James Draper, the present secretary of the Parks Commission, who has given to our parks and shade trees the untiring devotion of a friend as well as that of a public-spirited citizen.

GENERAL LEONARD.

Mr. Charles E. Davis, Jr., contributes an interesting article to this number of the Magazine on General Samuel Haven Leonard, or, as he was better known, Colonel Leonard of the Thirteenth Regiment, M. V. M. Mr. Davis is the secretary of the Boston Board of Health, and was a member of Colonel Leonard's regiment. He is also the historian of the Thirteenth Regiment, and so combines in his qualifications expert knowledge of his subject with affection for his commander.

General Leonard was a resident of Worcester for many years before the war, and was prominent in military matters, beginning as a member of the City Guards in 1846 and commanding the Fifth Brigade, Third Division, M. V. M., from 1856 to 1860.

General Leonard's father was a familiar sight in Worcester for many years, being well known to every one on account of his blindness and his use of a cane consequent upon it. The article is a notable addition to the more or less forgotten bits of the military history of Worcester which the Worcester Magazine has published from time to time, and enshrines the memory of a brave and upright citizen.

OUR NORWEGIAN CITIZENS.

No nationality is more welcome to America and to Worcester than the Norwegians. And no nationality is less foreign to the spirit of liberty and respect for law which animates the American republic. As Dr. Mix's article in this number points out in his clear and felicitous manner, it is not improbable that the origin of that spirit of freedom which our English ancestors brought with them, is to be found principally in the Norman blood with which England was invigorated. It is also practically certain that adventurous Norwegians coming by way of Iceland landed in New England long before the ships of Columbus touched the shores of the New World. So that both by right of first discovery and as the fountain of the most cherished American ideals, the Norwegians have, as it were, a prescriptive right to a welcome among us.

The scenic beauty of Norway and its effect upon the religious ideas of the race, so vividly described by Dr. Mix, has resulted in producing a bold and adventurous people who have gathered inspiration from the mythological period, handed down to them by the tales of folklore. And to this national literature the Norwegians owe the energy, activity and independence of mind, and value for civil and political freedom, which make them most desirable acquisitions to the inhabitants of the United States, and good material with which to build up and perpetuate our free institutions.

The Worcester Magazine, with Dr. Mix, recognizes the worth of the Norwegians in Worcester, and agrees with him that "they are the sort of people from other lands of whom the more we have, the better off we are."

A WINTER WALK IN WORCESTER.

The author of "Worcester as a Residential City" in our January issue contributes to this number "A Winter Walk in Worcester," in which the natural charms of scenery are interwoven with the human interest of city life in a vivid word picture, whose clear and limpid style recalls the quaint essays of the Spectator. A common-place walk takes on new delights from the keen sense of the walker. The clear line of the hill against the sky luminous with the setting sun, the happiness of children at play, the satisfied contemplation of the day's toilers returning at nightfall, and the pleasure of winter sports to old and young, "harmonize in a sort of benediction," which imparts its refreshing balm to the mind of the reader, and in closing the sketch we are wont to join with the writer in "reflecting upon the happiness which may be extracted from the most common things."

WHAT THE CITIZEN HAS DONE FOR OUR PUBLIC PARKS.

II.

IN a previous article I endeavored to present to the readers of the Worcester Magazine a brief history of the acquirement and development of Elm and Institute Parks, and the service rendered our city by Mr. Edward Winslow Lincoln and Hon. Stephen Salisbury. To touch upon the benefactions of other citizens, in the gift of lands in the outlying districts for public parks, Bigelow, Davis, Messinger, Dodge and Hadwen, is the purpose of this article.

The first actual gift of land to the city for a public park was a tract of fourteen acres bordering on Lake Quinsigamond, presented by the Hon. Isaac Davis, in the year 1861, which was accepted with appropriate thanks. In the following year the deed was returned for the reason that the condition of the gift required the construction, on the part of the city, of a division wall, at a cost of *less than two hundred dollars*.

The next gift came in the month of June, 1884, when Mr. H. H. Bigelow, who has done so much in developing the Lake region of our city, presented a tract of thirty-eight acres, which forms a part of our present Lake Park. This tender of land for a park was made June 2nd, but before executing the deeds of the property Mr. Bigelow insisted that the City Government should view the territory, that they might be conversant with its character before accepting the gift. Very soon after this the City Government and other city officials, together with the Park Commissioners, visited the grounds, and their appreciation of this timely gift was fittingly expressed in an article in the public press from the pen of Chairman Lincoln:

"Reality bids fair to exceed our fondest hopes: land by Lake Quinsigamond in no miserable stinted measure, but generous in extent as the munificence that prompted the unrestricted gift, lake and shore, rock and level, the sunny open field and the natural forest,—can there be doubt of the glad acceptance by the people to whose free use forever it is to be proffered? Let Worcester be thankful that one of her citizens has been moved of his own impulse to such a noble act, and let the donor rest assured that in the enjoyment of Bigelow Park future generations will have constant occasion to bless his name."

At the next meeting, after having viewed the premises, the City Council accepted the gift with proper resolutions of appreciation. Among some members of the City Council a feeling existed that more water frontage than the one thousand feet furnished by the Bigelow gift would be desirable, and a committee was appointed to investigate the matter.

At this juncture another of our public-spirited citizens, Hon. Edward L. Davis, whose interest in our park system will be alluded to later, came forward with an offer to present the city with sixty acres of land adjoining the Bigelow tract, Mr. Bigelow having increased his original gift from thirty-two to fifty acres, that a park of one hundred and ten acres might be established. This joint gift was made without any condition, save that it should bear the natural and appropriate name of Lake Park. Mr. Davis supplemented his gift by a donation of five thousand dollars, to be used in the improvement of the park. Mr. Bigelow then further increased his gift by adding a strip of land fifty feet in width surrounding the park on three sides for the construction of a proper driveway, as well as to fully define the boundaries of the park.

The necessary surveys were made, boundaries established, and the final papers executed on the second day of

July. This addition of sixty acres on the part of Mr. Davis was of more importance than that of merely increasing the park area, as it embraced within its boundaries a long frontage on the Lake as well as a point of land extending out into the Lake, which offered the needed facilities for a boat-landing for the Lake steamers.

It was evident, from a subsequent act on the part of Mr. Davis, that his securing of the tract, which included the highest point of land between the railroad and the Lake, was most timely, for five years afterward he caused to be erected, at his own expense, the massive stone tower that now forms such a conspicuous landmark in that vicinity.

To describe the natural charms of Lake Park and note the improvements already made would require more space than can be devoted to it in this article.

To follow the work of Mr. Davis we must pass from this gift of a pecuniary value to his work as a member of the newly-created Board of Park Commissioners in the year 1886. No sooner had the organization been perfected than Mr. Davis conceived the idea of a distributed park system for Worcester, and, taking the late Mr. J. Evarts Greene into his confidence, set about the work of selecting suitable sites for parks and playgrounds.

The next move was the careful preparation of the report of the Board of Park Commissioners to the City Council on a comprehensive system of public parks for the city of Worcester. This was presented to the City Council on Monday, Sept. 20, 1886. To create public sentiment favorable to the plan through the daily press was the part assigned to J. Evarts Greene, at that time a member of the commission and also editor of the Daily Spy. One need but review the articles that appeared from time to time in favor of this proposition to realize how thoroughly that service was performed.

Having thus taken a most important initiative step in keeping the plans before the people, Mr. Davis continued to be a leading spirit as a member of the commission, in securing favorable municipal support, the necessary legislative enactment, and the final purchase of the lands that now comprise our present park system.

Following the gifts of Messrs. Bigelow and Davis was that of the Hon. Stephen Salisbury, which was described in an article in the February number of this Magazine.

Fairmount Square.

Where is Fairmount Square? is a question often asked the Commissioners. On the eminence overlooking Rural Cemetery, and bounded by Hemans, Willis, Bremer and Bryant Streets, is a tract of a little less than an acre in extent, which was deeded to the city by David S. Messinger and his wife on June 2, 1888. The only condition attached to the gift was that it should be kept open as a public park, and bear the name of Fairmount Square.

Dodge Park.

The next generous act on the part of our public-spirited citizens was the gift by Thomas H. Dodge, Esq., of a tract of thirteen acres in the northerly section of the city fronting on North Avenue. The deed of gift, under date of Sept. 27, 1890, was accompanied with a communication to the Park Commission, setting forth, among other reasons that prompted the bestowal of the gift, "a desire to indicate to the Board of Park Commissioners my appreciation of their efforts in behalf of the interests of the city of Worcester . . . . . while at the same time providing another safe, healthy and pleasant place for rest, private and social enjoyment and recreation for the citizens of the Heart of the great and grand Commonwealth."

This tract is particularly well adapted to park purposes, containing, as it does, a beautiful grove on a high elevation, overlooking the entire park, a natural never-failing spring of water of rare clearness, a large open field which can be utilized for such recreation as may be desired, and the remain-

der for such embellishment of trees, shrubs and flowers as may be necessary to afford the greatest enjoyment to visitors.

HADWEN PARK.

The latest addition to our park system was the recent presentation to the city by Commissioner O. B. Hadwen of a tract of about fifty acres, situated on the southerly shores of Curtis pond, between Stafford Street and Webster Street at Trowbridgeville. Mr. Hadwen, the senior member of the Board of Park Commissioners, has been identified with this work since the year 1867, when he was appointed a member of the old Commission of Shade Trees and Public Grounds. His service was contemporaneous with that of the late Edward Winslow Lincoln, and now covers a period of thirty-six years. University Park, until quite recently, has been solely under his care. Like Mr. Lincoln, he is an enthusiastic lover of trees and flowers, and the large collections of rare and beautiful trees that have been planted wholly under his direction are the best living witnesses of his work in that direction.

The deed of gift of this land, under date of July 18, 1892, shows so fully the spirit of the donor that I insert it here: "The only condition which I annex to the gift is the single one that it shall be forever devoted to the purposes of a public park. I make this gift out of the affection which I bear to the city of Worcester, and the interest that I have in her system of parks, tending to promote rural and healthy enjoyment to her citizens for all time."

To describe the natural attractions of this park, with its masses of great trees, its ridges and valleys, its hillsides and water front, would require more space than can be devoted to it in this article. It must be seen to be understood and appreciated.

Such, in brief, is a history of what these public-spirited citizens have accomplished. Their services should be held in grateful remembrance by all the inhabitants of Worcester who enjoy the liberality and the wise forethought of these founders and promoters of our parks. We owe much to the munificence of private citizens for their development, but we are not less indebted for the æsthetic taste and wise judgment which have greatly enhanced their natural beauty and made them a delight to all.

JAMES DRAPER.

GEN. SAMUEL HAVEN LEONARD.

SAMUEL Haven Leonard, who was colonel of the Thirteenth Massachusetts Regiment from July 16, 1861, to the expiration of its term of service, August 1, 1864, was born in Bolton, Mass., July 10, 1825, and died at West Newton Dec. 27, 1902. His early life was spent in Millbury and Worcester, Mass., in both of which places he attended school. He was the son of Samuel S. and Adeline E. (Newton) Leonard. August 1, 1840, he engaged in business with his father, who was proprietor of Leonard's Worcester Express, and continued in the same business until incapacitated by blindness. He was married Jan. 4, 1847, to Miss Lucy E. Putnam, by whom he had three children. His military career began with his enlistment, May, 1846, in the Worcester Guards, as a private soldier. In April, 1847, he was elected fourth lieutenant; first lieutenant in June, 1849; major of the Eighth Regiment in July, 1852; lieutenant-colonel in May, 1853, and brigadier-general, commanding the Fifth Brigade, Third Division, M. V. M., in March, 1856. The members of his staff were Edwin Bynner, aid-de-camp; A. B. R. Sprague, brigadier-major and inspector; Henry Phelps, quartermaster, and John Boyden, engineer. In all that pertains to the military service from

the school of the soldier to and including evolutions of the line, no brigade in Massachusetts was superior to the Fifth. Having moved his family to Boston, he was obliged, in 1860, to resign his command of the Fifth Brigade, as officers were required to live in the same district with their command.

In December, 1860, he was elected captain of Company A, Boston City Guards, then a part of the Second Regiment, M. V. M. It had long been an object of his ambition to organize a rifle battalion, and succeeded in changing the City Guards to a rifle company, and proceeded, in April, 1861, to organize three additional companies. When completed, it was called the Fourth Battalion of Rifles, of which he was elected major.

In May, 1861, he was ordered with his command to Fort Independence to serve without pay, the State furnishing his rations. This battalion was the nucleus of the Thirteenth Massachusetts Regiment, of which he was made the colonel, and was mustered into the United States service on the 16th of July for three years, leaving Boston for the seat of war on the 29th of July. During nearly two years of his service he had command of a brigade, and from May, 1864, to the expiration of his service he was the senior colonel of the Army of the Potomac.

He joined the Ancient and Honorable Artillery Company in 1868, serving in various capacities until elected first lieutenant in 1880. He was a member of this organization at the time of his death.

To us he was always "Colonel," and the superior rank to which he was entitled, by courtesy, never found currency in the Thirteenth. It never seemed natural for us to call him by any other title. It was the rank we best knew him by and one associated with our entire service, and carried with it a paternal feeling that we were loath to give up. His temperament was phlegmatic, and early in our career we saw the advantage we had in being commanded by a man not hastily moved to wrath nor easily disturbed by adverse criticism. His fondness for his regiment was sincere and deep, exceeding all love except that of his family, and it increased in depth as his years were added.

Few men who ever held a command ever equaled him in a knowledge of tactics or the manœuvring of a regiment or brigade. He was endowed with a genius for drilling and inspiring

GEN. SAMUEL H. LEONARD.

men to do their best work. The smallest detail was as familiar to him as the alphabet, and his ability to impart what he knew, surprising. Speech-making was never his forte, yet sitting on a horse before his regiment he could direct the most complicated movement as easily as the simplest, and with a coolness and self-possession that excited admiration in his superior officers, who often came to observe him while drilling his regiment. The men were justly proud to be led by a man who had such a marvelous command over the intricacies of battalion drill such as he was accustomed daily to exhibit.

He was a man of tender heart, extremely sensitive, easily affected by the sufferings of others, and capable of

deep and lasting affection. Modest in manner, simple in his habits of living, he acquired the friendship of many men, not alone for the generosity he so often displayed and the genial qualities of his nature, but a certain something about him that, however much one might differ with him in opinion of public men or questions, one ceased not to respect the loyalty with which he stood by his opinions, as he also did by his friends, and even persons who had treated him with unkindness.

The last days of General Leonard were passed in West Newton, where he had resided for many years. He had long been aware of his approaching blindness, his father having suffered with the same affliction. The best oculists were employed to prevent, if possible, his anticipations. It requires fortitude and courage to contemplate so terrible a disaster to one's physical condition as the loss of sight, without complaint and with resignation, and in this respect he was remarkable. His friends often wondered if, in his cheerfulness, he realized the long night before him. The disease was so gradual that not until about three years before his death did he become totally blind. Many persons when so afflicted are possessed with ability to move about their own house and frequently to walk about the streets. General Leonard was nearly helpless in ability to move about without a guide. He had other troubles, mental and physical, to try him, but he continued patient and cheerful to the time of his death. He loved to talk about the old times, particularly those connected with his military career, which had absorbed so much of his life. When his friends called upon him the time passed rapidly and interestingly, and such occasions possessed for him unalloyed pleasure.

His attachments were sincere and deeply-rooted, and as his acquaintance was widespread there were many in whom he was interested to inquire about. He was fortunately gifted with a sense of humor which made it possible for those who visited him to draw his mind from a contemplation of his own misfortunes to other and more cheerful subjects. His fondness for music was acute, particularly martial music and the old war songs, which he never tired of listening to when sung or played.

During the last year of his life his physical condition would not allow him to leave his house, but those about him made his life comfortable by cheerful service in his behalf.

His funeral at West Newton was attended by many army comrades and friends. The burial was in the family lot in Worcester Dec. 30, 1902. By his open grave stood some of his comrades of the Worcester City Guards in antebellum days, and veterans of the Thirteenth Massachusetts Volunteers. The bugle sounded "taps" and all that was mortal of Colonel Leonard was committed "earth to earth, ashes to ashes, dust to dust."

C. E. Davis, Jr.

SCHOOL MANAGEMENT.

AS the question of the constitution and the manner of election of the Worcester School Board has been definitely raised by the action of the City Council giving the Mayor power to petition the Legislature for a reduction in the number of members of the School Board, it will certainly be of advantage to consider the practice in other cities and also some of the opinions held by educators.

A proposed change in the number and method of election of the school board of a city should receive full and exhaustive investigation in the light of the experience of others as well as our own, and with a due deference to the opinions of those qualified to judge of

the results from both an educational and a financial standpoint. Such an investigation can well be undertaken by the Board of Trade through its Committee on Education, or a special committee appointed for the purpose. There is no interest more vital to the material success of Worcester, to say nothing of its good fame, than the management of its public schools.

The Cleveland Chamber of Commerce is taking an active part in preparing a school code for the entire State, and I quote a short extract from a private letter from George B. Siddall, Esq., a prominent lawyer of Cleveland, touching upon the points involved in the petition of the Mayor of Worcester. Mr. Siddall writes:

"Because of some constitutional infirmities in the legislation upon which the Cleveland schools are organized, it now becomes necessary for the State Legislature, now in session, to enact substantially an entire school code for the organization and maintenance of the public schools of the State of Ohio. The Cleveland Chamber of Commerce, through its Committee upon Education, of which I have the honor to be Chairman, has prepared a code which has been introduced in the Legislature. There can be no possible doubt that the small board elected at large has been an unqualified success in Cleveland during the past twelve years. Prior to that time we had a large board elected from wards, which was unsatisfactory to us all. The Cleveland Chamber of Commerce is, without doubt, the largest and most influential civic organization in the State of Ohio. Its directorate is made up of fifteen of Cleveland's most prominent and capable men. Politics has no part in its organization. Our Committee on Education, the directorate of the chamber, and the entire body of its members heartily and unanimously endorse the so-called Cleveland plan.

"I think it is safe to say that the large majority of those who are informed on the subject in the State of Ohio favor the small board elected at large, to the large board elected from wards. We have had seven members for the last twelve years. The Chamber now recommends that this number be reduced to five."

The above extract is valuable in showing the active interest taken by a Chamber of Commerce in securing for the entire State the benefits of a school code based upon a twelve years' experience in its own city, and it suggests to the Worcester Board of Trade an imperative opportunity, now presented, of considering what changes, if any, in the management of our schools, should be adopted under the initiatory action of our City Council. School management through a school board has been considered in all its phases by educational experts for many years. Many closely allied questions can now be studied through the experience of other cities. Worcester should avail itself of the best light which can be had. The friends of Worcester schools can afford to make haste slowly, realizing that it is sometimes better to "endure the ills we have" than to stake all upon an ill-considered action, and, missing a good opportunity to render our city a timely service, to urge upon our Great and General Court only "undigested legislation." Worcester can get the best only by a wise and judicial comparison of our present system with that which has been recommended by teachers' conferences and students of educational methods, and which has already been put to the only conclusive test, viz., that of practical experience.

It was the duty of the City Government to have inaugurated their movement for a reform by such an investigation; that they did not do so makes such action by the Board of Trade all the more fitting and necessary. That some change might be made in the management of our schools to their advantage and to the credit of our city, I think there can be little doubt. What should it be? Upon this point we sadly lack a much needed consensus of public opinion. Under whatever system we adopt, it is only through an active and intelligent public interest instead of lethargic indifference that we can expect an efficient and credit-

able conduct of the public schools. To arouse such an interest and to voice the enlightened judgment of the community as to the specific changes in our city charter which are demanded by the highest good of our schools, is a duty commended to the Board of Trade by the inspiring example afforded by the Cleveland Chamber of Commerce.

The space afforded the present article forbids a consideration of the specific request embodied in the Mayor's petition, namely, leave to reduce the size of the School Board. For the information of the readers of the Worcester Magazine, however, I have appended a table comprising eleven cities, fairly comparable with the city of Worcester, showing the size of their school boards and their length of service, manner of election, and also the method of choice of the superintendent and the teachers.

The population of the eleven cities named in the appended table, January 1, 1903, as estimated by their respective mayors, was in even thousands as follows: Cleveland, 382; San Francisco, 360; Washington, 290; Minneapolis, 225; Kansas City, 200; Indianapolis, 183; Rochester, 175; St. Paul, 165; Toledo, 150; New Haven, 126; Worcester, 125.

It will be seen by the table below that although Worcester stands at the foot of the list in population, it stands at the head in the size of its school board. Cleveland, at the head of the list, with a population over three times that of Worcester, has less than one-third the number on its school board, and San Francisco, with nearly three times the population of Worcester, has a school board only one-sixth as large; while New Haven, a close match in population, has a school board of less than one-third the size of that of Worcester.

CITIZEN.

Comparative table of eleven cities, including Worcester, Mass., showing size of school board, term of office, election of board, and method of appointing teachers:

Cities	No. of School Board.	Elected by	Term in Years.	Chosen from	Change of Board	Supt. Elected by	Term in Years	Teachers Proposed by	Chosen by
Cleveland	7	Popular Vote	2	City	3 and 4 yearly	Director, confir'd by B'rd.	No Limit	Supt.	Supt.
San Francisco	4	Mayor	4	City	1 yearly	Popular Vote	4	Board Mbrs.	Board
Washington	7	Com'rs of D. C.	7	District	1 yearly	Board	No Limit	Board Mbrs.	Board
Minneapolis	7	Popular Vote	6	City	2 each 2 years	Board	3	Supt.	Board
Indianapolis	5	Popular Vote	4	City	3 and 2 each 2 years	Board	4	Supt.	Supt.
Kansas City	6	Popular Vote	6	City	2 each 2 years	Board	1	Board, advice of Supt.	Board
St. Paul	7	Mayor	3	City	3, 2 and 2 yearly	Board	2	Supt.	Board
Rochester	5	Popular Vote	4	City	2 and 3 yearly	Board	4	Supt.	Board
Toledo	5	Popular Vote	5	City	1 yearly	Board	2	Supt.	Supt.
New Haven	7	Mayor	4	City	2 or 1 yearly	Board	5	Supt.	Board
WORCESTER	14	Popular Vote	3	Wards	8 yearly	Board	3	Com. on Teachers	Com. on Teachers

TO IMPROVE THE SCHOOL AND THE FIRE DEPARTMENT—A SUGGESTION.

I. The Public School.

WORCESTER spends nearly one-half of her annual tax levy upon the public schools. No good citizen would begrudge one dollar of this great expense if he were satisfied that the money was well spent, and that the children of our city were receiving a most thorough training in the homely studies that are the groundwork of all education and methods of thought so necessary for success in any walk of life.

Much criticism has been expressed by parents directly, by teachers indirectly, and by the public in general for a number of years, but it has never crystallized into an effective and explicit statement of the faults, or fixed the responsibility or pointed out the remedy. There is a general impression that something is wrong somewhere. This feeling is intensified when it is known that in an examination for admission to a government institution of learning, held in this city not long ago, only two applicants out of twenty succeeded in getting marks above fifty in a possible one hundred.

Within a few years, when about to expend a large amount of money, the city has appointed expert commissions on sewerage, water, and grade crossings, to study the problems and report their conclusions.

Here is a problem not merely financial in its bearing, but involving perhaps the future of thousands of children. Would it not be money well invested to have a commission of experts to study our school system and its methods, and report its findings and recommendations? Then we should have some basis to work upon, and the energies for reform that are now being exerted in various ways could be united to correct the faults wherever they might be found.

II. Fire Department.

Worcester has reason to be proud of her firemen and her Fire Department. This branch of public service is so important to the lives and property of its citizens that by common consent its management and control should be eliminated as far as possible from political wire-pulling. The Board of Engineers have tried conscientiously to make merit the only test for advancement and appointment. In years past the Committee on Fire Department was so desirous of keeping politics out of the department that they made it a provision in the code of rules that if a fireman asked a member of the City Council to intercede for him the Engineers were directed to refuse his request. Of late years this regulation has been conspicuous by the way it has been ignored. The engineers have been worried and importuned by a few members of the City Government, and other politicians, and many times have been threatened with trouble when their names came up for re-election in December, unless certain parties should be appointed or promoted. Are we to get the best results from this kind of politics?

The order recently introduced by a member of the Committee on Fire Department, extending the term of service of the engineers from one to three years, is a step in the right direction, but it does not go far enough. They should be made permanent in their position.

The ordinary fireman is elected for an indefinite term, subject only to removal for cause, but the Board of Engineers, who are responsible for the condition and work of the department, have to be a target every December for any selfish politician to take his revenge. Make the engineers permanent, and then hold them rigidly responsible for results.

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THE PILGRIMS OF TO-DAY—THE NORSEMEN.

No. VI.

One of a series of articles on the different nationalities in Worcester.

NO name better describes Norway than "The Land of the Midnight Sun." Paul du Chaillu says of it in his book bearing that title, "There is a beautiful country far away towards the icy north. It is a glorious land; with snowy, bold and magnificent mountains; deep, narrow and well-watered valleys; bleak plateaus and slopes; wild ravines, clear and picturesque lakes; immense forests of birch, pine and fir trees, the solitude of which serves to soothe the restless spirit of man; large and superb glaciers unrivaled elsewhere in Europe for size; arms of the sea called fjords of extreme beauty, reaching far inland in the midst of grand scenery; numberless rivulets, whose crystal waters vary in shade and color as the rays of the sun strike upon them, on their journey towards the ocean, tumbling in countless cascades and rapids, filling the air with the music of their fall; rivers and streams which, in their hurried course, from the heights above to the chasm below, plunge in great waterfalls so beautiful, white and chaste that the beholder never tires of looking at them; —they appear like an enchanting vision before him, in the reality of which he can hardly believe."

Hardly less interesting and fascinating are the people inhabiting this charmed region, for they are of noble ancestry, reaching far back into the past. They have a history filled with stirring incidents and events, preceded by a mythological period invested with all the enchantment of copious legend and folklore. They are a nature-loving people, of simple tastes and gentle manners, finely formed physically, mentally well equipped, reverent and God-fearing withal, contented and happy with their lot, sunny-faced and light-hearted. And yet no people have been more bold and courageous, more animated at times with the spirit of adventure, or more capable and distinguished for valorous deeds and almost incredible undertakings. Their love for their native land, their fondness for home, their delight in innocent pastimes among themselves, their friendly attitude and generous hospitality towards strangers, are among their noteworthy characteristics.

Turning to trace the source whence they came, it seems to be settled that they are of Aryan stock. They are a part of a great race movement of this ancient people, which, like a flood, spread itself very early in the Christian era, if not before it, over all northern Europe. A single stream of this wide-spreading flood for some unknown reason branched off to the north and took possession of this far-away region as their home, where, in comparative obscurity and isolation, they dwelt for centuries, and developed their inherent qualities and capabilities amid scenes and surroundings which could not have been better suited to the growth and nurture of those springing from such a noble stock. They were pagan, indeed, but of the nobler sort, who lived in close touch with nature, so that she was their teacher, and with her gentler dealing drew out all their finer elements of character and brought them into full play, and at the same time in her rougher handling of them, hardened and toughened them for what they were given to do in the world's work.

This environment of nature seems to have given shape, if it did not originate their mythology. It is of the giant order. It was a giant-haunted world in which they conceived themselves to be living. It was their way of person-

ifying the tremendous forces of nature which had upheaved the mountains, dug out the fjords with their almost fathomless deeps, piled up the glaciers that seemed ever about to rush down upon them from their inaccessible heights, held locked in cold embrace every living thing for so large a part of the year, shrouded as if for burial with its frost covering of snow and ice. What wonder also that they peopled the glens and dark defiles and forests, especially in the long mid-winter with its chills and darkness, with wizards the natural accompaniments of giants.

On the other hand, their active imaginations would naturally lead them to personify in like manner those forces of the outer world working in a friendly way in giving them the summer season, all too brief in duration, with its almost nightless days, its returning sunshine so warm and life-giving as to new-create the earth and clothe it with rare beauty and loveliness, and at the same time waken its productive forces to life, so as to give them bountiful seasons. This they did, naming their personification of thunder, Thor, whose peculiar mission it was to make war on the giants and wizards, whom he was able to destroy with his wonderful hammer, the thunderbolt. They were chiefly engaged in agricultural pursuits, and therefore regarded him as the god especially presiding over this industry. So great was their devotion to him that, just as the Israelites of old associated the name of God (which is El in Hebrew) with their own names and the names of noted places, as, for example, Isra-el, Beth-el, so these Northmen prefixed the name of Thor in like manner, as for example, Thor-alf, the name of a person; Thor-dal, the name of a town.

The Sagas of the Icelanders, who were Norwegians by nationality, in which the doings of the giants and wizards in their conflict with Thor, the Thunderer, are narrated in song and story, are the chief sources upon which we depend for a knowledge of what occurred before their history began to take on form and find record. These Sagas, it seems, were the songs of the people, in the vernacular of course, and stored away in their memories, and from thence recalled as occasion demanded. "It is thought," says one, "that the full bloom of the Saga period dates from about the beginning of the eleventh century; that is to say, just after Iceland had become Christian, when the people were quieting down, and when, therefore, deeds such as those which the tales narrate were growing less frequent year by year." "We can imagine," he adds, "how the Icelandic chiefs must have looked back with pride to the doings of their ancestors, and delighted to take part in them in imagination; and the picture of the Saga maker relating his story in their halls, on winter evenings, is very much the same as the picture of Homer, or the ballad monger of the Homeric cycle singing his ballads to the Argive chiefs."

It is not until about the middle of the ninth century that any authentic history of Norway and its inhabitants begins. Even then, more that is fabulous than truthful is on record. The nation, as it then existed, was in a very primitive state. It is thus described: "A nation of small land-owners, each a little chief in his own way; for he has the sons of his house under him, his nephews it may be also, and the sons of both his servants too, not as thralls, but what is next door to that, for they have no chance of livelihood, save upon the estate on which they were born. Then superior to these yeomen, or peasant proprietors, are certain military personages who are their leaders in war; and over these again stand the earls or petty kings. This is the nationality of Norway at the dawn of her historical period."

Out of this was evolved, very slowly indeed, and with many a halt and backward step, a compact and stable government. The process was on this wise. One of these petty kings, seeing his way to uniting those of a certain district under him, would take advantage of the opportunity, and having accomplished that, he made war upon others in the effort to conquer them, hoping by this accumulation of forces

at last to sweep everything before him and become ruler of the land. The first to attempt this with any degree of success was Harold Fairhair. But it was not until long after that the whole of Norway was subject to one ruler, and then not continuously. The people, as a consequence, were not for many centuries of their early history at peace among themselves. Internal strifes and dissensions so weakened them at times that they were successively assailed by Denmark and brought into subjection to her rule. But through all this process of erecting a government, the people contrived to hold the power in their own hands by the maintenance of legislative bodies composed of representatives of their own choosing, so that their individual rights and prerogatives were never taken away. To-day, as always hitherto, the people are practically self-governing.

The introduction of Christianity in the form of Roman Catholicism was early attempted, but it never succeeded in firmly establishing itself as in other countries. Force was employed at first by a king bearing the name of Olaf, about the beginning of the tenth century. But though seemingly successful, a reaction set in at his death. Another Olaf succeeding him was more successful because he was in person a better exemplification of religion, though he too resorted to force. His death gained for it a foothold which he in life was not able to secure. For he met his end while fighting for his faith, which at once produced a revulsion in his favor, and he was canonized and ever after bore the name of St. Olaf.

But it still was attended by varying fortunes, being favored by one king and opposed by another, until about the sixteenth century, when the Reformation gained a foothold in Norway, and after a time entirely supplanted Roman Catholicism, and the Lutheran church became that of the state. This church has played an important part in the later history of the country, though it must be said that Christianity, either in the form of Romanism or the Reformation, has not been the formative and controlling factor in the historic development of the nation that it has been elsewhere.

The one really great mission which this nation has performed in the world is that of preserving intact the qualities and characteristics inherited from the original stock; and when other peoples, having a common origin with it, grew effete and lifeless from one cause and another, that inheritance remained. This enabled the Norwegians, wherever they made conquest of such effete nations, to impart new life to them, which revived their dormant energies, and restored them to their rightful place in the world's civilization. It is confidently affirmed by recent students in English history that far more than has been hitherto conceded, the part that England has taken in the world's advancement, is due to the inroads, first of all, of the Danes and their temporary rule, and afterward to the noted Norman invasion and conquest, which was of Norwegian origin, since Normandy, as the name indicates, was peopled by its emigrants. England, though Christianized five centuries before that invasion, had become Latinized rather than liberalized in literature, religion and government. But away in the north, where paganism held sway still, were a people who preserved their liberty intact. They were nature's own children, and free-born, as their Saga literature shows. And that literature, while it was a product of their own, was also the food upon which they fed. Hence they kept themselves in superiority as to mental power, energy and vigor of action. As another says, "The Northmen, armed with the same weapons as the inhabitants of England, men of the same physical powers as the Anglo-Saxons, land in small piratical bands, altogether insignificant in numbers, on the coast of England and France, and terrify, paralyze and conquer. What is this but the superiority of mind, of intellectual power, energy, spirit, over the inert Anglo-Saxon inhabitants, toned down by the church influence and superstition of five centuries into a state of listless existence, without spirit or feeling as a nation, or

confidence or self-dependence as individuals, and looking for aid from saints, prayers, miracles?"

It is indeed one of the marvels of history, "this singular instance in Europe of a national literature diffused among a barbarous and rude people, who had not even received the civilization which accompanies the Christian religion under any form, before the beginning of the twelfth century; who were pagans, in short, fully 500 years after every other part of Europe was, with the exception of those on the Baltic, fully Christianized, imparting to them, as it did, for there is no other way of accounting for it, such superiority and prowess." "To the influence of this rude, national literature," the same writer adds, "we probably owe much of what we now pride ourselves upon as the noblest inheritance from our forefathers—that national energy, activity and independence of mind, and that value for civil and political freedom, which distinguishes the population of England from that of all other countries, and has done so ever since the admixture of the Northmen with the old Anglo-Saxons." Granting this, then, we of this free country, who claim England as our mother country, owe a debt of gratitude for what we are enjoying in this fair land of liberty and free institutions, to this far-away northland.

The mission of Norway in the past is, therefore, aptly summed up by one who says: "In an age when strength, bravery and an adventurous spirit made a nation eminent, Norway played a great role upon the arena of the world, founding and destroying kingdoms, mingling her vigorous blood with that of other nations, and infusing her love of liberty, restrained by law, into their souls."

Norway of to-day is much the same as of yore in the leading characteristics of her people. They are free and independent still, self-governing also, though in alliance with Sweden. Education is universal, being compulsory, and when in remote districts schools cannot be maintained, they are provided for by a system of traveling teachers supported by the State. They belong, as a rule, to the Lutheran Church. Though tolerant of other churches, there are but very few of other communions, and scarcely any who have broken away from the State Church.

She has not distinguished herself in the past by raising up those of great fame in the realm of art or literature or science. Nor has she given birth to men of great statesmanship or of eminence in the domain of theology. But she is making a good beginning in this direction and can to-day boast of men of mark in the field of astronomy, mathematics, zoölogy, history and philology. The names of some of her musicians are familiar to us, as—Ole Bull, Nordraak and Grieg. As poets, Bjornson and Ibsen "have made Norway known to the world and the world known to Norway."

We can all see that a people with such a history are good material with which to build up and perpetuate our free institutions. Their power for good in the past, wherever their influence has been felt, is a pledge that it will always be exerted in the future on the side of liberty, obedience to law, respect to rightful authority, the promotion of education, the cultivation of good morals and of true religion.

There are in our own city at the present time several hundred of this nationality who are worthily filling their places, but without show or pretense,—so very quietly and unobtrusively, indeed, that their presence among us is scarcely recognized.

Scattered through the West chiefly, there are about 400,000 Norwegians, largely engaged in farming industries, who invariably win the approval and confidence of all who have to do with them and are everywhere regarded and esteemed as good citizens. They are the sort of people from other lands of whom the more we have, the better off we are.

ELDRIDGE MIX.

A WINTER WALK IN WORCESTER.

It always gives me great pleasure to walk about the streets of a city like Worcester. In the first place, as most physicians are now agreed that a little exercise is a necessity for good health, I can pacify my conscience on my walks on the ground that each step is taking me so far from the danger of sickness. Besides, I find as a rule that I sleep better after a walk in the afternoon. I have always maintained also that walking was a very enjoyable form of exercise, as well as one from which great benefit was to be gained. It may be made violent or placid, as is desired, and a man may suit it to his general temperament or to the humor of the moment.

Of course, a walk in the country can not be excelled, but a walk in the city is not without its own attractions. The other afternoon I set forth on a leisurely ramble about the streets of Worcester, and was much struck with the varied delights which I encountered. Worcester seems to be a particularly favorable place for an urban walk. The variety of the surface of the ground is, of course, most noticeable, and its eminences offer a series of picturesque panoramas. This, at the outset, relieves the monotony which would be present if the topography were flatter, and changes the character of the exercise, so that different sets of muscles are brought into use in ascending and descending. This, therefore, furnishes us with variety to refresh both the mind and body. In addition to this constant change of scene the view from the top and sides of some of the Worcester hills is worth considerable travel to enjoy, and I am happy to say does not disappoint the expectations of the stranger who is acquainted with them only by reputation.

The direction of my walk was toward the west, and as the time was sunset I got most magnificent contrasts where the dark hills and lines of trees were sharply defined against the receding day. Too much can not be said of the good fortune of Worcester in its situation around these hills, for I noted with much pleasure that the tops of many of them were not wholly covered with houses, and that from all most charming outlooks might be obtained. I am informed by most careful students that the character of a people is determined to a considerable extent by their natural surroundings, and I have been allowed to see the truth of this in many cases in regard to the citizens of Worcester. The dwellings of the people show a regard for natural beauty which is neglected in many cities, and whether by accident or design, both in situation and in accessories these dwellings delightfully combine the advantages of the varied scenery with the comforts and conveniences of city life.

The thing that pleases me most in these city walks is to speculate on the society that I meet upon them. For, of course, the citizens make the city after all, and honesty and uprightness among them will make a desert blossom like the rose. The human interest is the only point in which a city walk has the advantage over a rural one, and I can amuse myself as well with the variety of the human scene as of the landscape, with the ups and downs of life, as well as of the topography.

As the time of my walk was from five to six I encountered upon it nearly every one going home, and with a supper in prospect. There is a sense of accomplishment and of self-satisfaction which comes to one who has reached the end of his day, especially if he has completed an appointed task, and this gave to most whom I met a pleased and free expression. Every one finds pleasure in contemplating the work of his hands, and is inclined to call it good, and this is especially true just after it is finished. Others, like myself, were out for exercise or pleasure, and the result was that nearly every one had a smiling countenance and a contented spirit.

The cheerfulness of the human element in the picture found its counterpart in the peaceful aspect of the sunset, and the general air of joyfulness was reflected in the sky. Everything seemed to harmonize in a sort of benediction, and, as Spenser says:

"Birds, voices, instruments, winds, waters, all agree."

In the course of my walk I constantly passed children carrying their skates; they seemed also homeward-bound, and I came at last to Elm Park, upon the ponds in which a large number of skaters still remained. I walked slowly beside the ponds listening to the cries of enjoyment and delight with which the air was filled. This increased my own delight, as the contemplation of the unaffected happiness of children always does, and added one more tone to the universal harmony. Just beyond Elm Park another scene of unrestrained pleasure met my eye. A wide avenue was filled with light sleighs drawn by spirited horses. In one direction a procession of equipages was proceeding at a walk and in single file. Just as I arrived beside the way, a rustle of excitement was noticeable among the few onlookers, and I perceived three or four rapidly driven sleighs approaching in the opposite direction from that in which the procession was moving. They passed in a moment, the horses urged to their best efforts by the shouts of the drivers. I am told that it is the usual custom for the lovers of fast driving to congregate upon this avenue for the trial of rival horses and for the pleasures incident upon exceeding the speed limit.

On my return from the avenue I ascended a little hill, which had evidently been the resort of coasters earlier in the afternoon. Two small boys alone remained, one of whom was dragging the other up. In my now extensive spirit of benevolence I told them both to get on the sled, and increased my own pleasure by adding to theirs.

With this final glow in my heart I returned, reflecting upon the happiness which may be extracted from the most common things, and how carelessly we miss many of the most enjoyable aspects of our accustomed actions.

X. Y. Z.

AN INTERESTING BIT OF HISTORY.

Manufacturing has for many years been a dominant industry of Worcester and vicinity; but it was only by strenuous effort and public encouragement that manufactures obtained a foothold. In the years immediately preceding the Revolution, public meetings were held to discountenance the use of foreign superfluities and to encourage manufactures. In view of the wonderful growth of textile manufacturing and within the shadow of the Crompton & Knowles Loom Works it is interesting to now read the following notice published in the Boston Post in 1768:

"We hear from Brookfield that Mr. Joshua Upham of that town, a gentleman in the law, and his two brothers, with a number of other gentlemen have lately erected a building fifty feet in length and two stories high for a manufactory house, and are collecting tradesmen of several sorts for the woolen manufactory and they propose to keep a large number of looms constantly at work."

The Massachusetts House of Representatives February 26, 1768, resolved, "*to use their utmost endeavors and enforce their endeavors by example in suppressing extravagance, idleness and vice, and promoting industry, economy and good morals,*" and they further resolved to discontinue the use of "*foreign superfluities and encourage the manufactures of this Province.*"

Such praiseworthy action, which might have commended itself to succeeding legislatures, was not, however, without opposition, for it is recorded that Gen. Timothy Ruggles, a representative of the town of Hardwick, not only opposed the resolutions, but offered the fol-

following reasons for his dissent in writing, which were refused entrance upon the journal:

"(1) Because in all countries manufactures are used as the expence of husbandry, or other general improvement of the people, and if they have not peculiar advantages over husbandry they will, by discouraging the latter, have an injurious effect.

"(2) That manufactures here must encounter insurmountable obstacles from the thin population and high price of labor; and would be detrimental by taking hands away from agriculture and the fisheries."

WORCESTER BOARD OF TRADE.

It has been proposed that a Merchants' Association be formed, and the matter is being investigated. Correspondence has been had with similar organizations, and later a plan for such an organization will be submitted to the directors of the Board of Trade for their approval.

Several business propositions have recently been presented to the Board of Trade which have considerable merit, and investors are invited to call and investigate.

The following resolutions were adopted cooperating with the State Board of Trade:

Resolved, That the Worcester Board of Trade, representing the commercial and industrial interests of Worcester, considers the consolidation of friendship between this country and the United Kingdom of Great Britain and Ireland a necessity for the prosperity of commercial intercourse between the two nations, and welcomes heartily the proposal to re-open negotiations for a permanent treaty of arbitration between them as promoting this object.

Resolved, That such a treaty between the two great Anglo-Saxon peoples, moreover, would advance the cause of permanent peace throughout the civilized world.

Resolved, That a copy of these resolutions be forwarded to the United States senators and members of the House of Representatives representing this district.

Ex-president Rufus B. Fowler, Edward M. Woodward and John R. Back were appointed a committee to represent the Board of Trade at the hearing on the bill of the New York, New Haven & Hartford Railroad, relative to a relocation of the Union Passenger Station. The committee is to appear in opposition to the bill. Anything which causes any delay in the settlement of the grade crossing question and the beginning of the work is considered detrimental to the best interests of the city.

The last "smoke talk" on the "Worcester Water System" by City Engineer Frederick A. McClure, Friday evening, February 19, was attended by the largest number of any in the series.

After the talk, which was illustrated, Mr. McClure answered questions for over half an hour, and the questions asked indicated a lively interest in the subject, and the speaker was abundantly equal to the occasion.

BOOK DEPARTMENT.

[Publications relating to the objects of this magazine will be noticed from time to time.]

Social Unrest. John Graham Brooks (Macmillan & Co.), 384 pp. A clear and interesting account of the author's personal investigations on economics and municipal problems. Mr. Brooks has summarized the results of twenty years' experience of the views of American capitalists and labor leaders. The modern trend toward socialism is discussed, with particular attention to its progress in America.

Our Benevolent Feudalism. W. J. Ghent (Macmillan & Co.), $1.25 net. A prophecy of the outcome of modern social and economic conditions. The author clearly states the danger to American democracy from the autocratic power of money, and expresses the enormous disadvantages of the present economic organization of society.

The Plain Facts as to the Trusts and the Tariff. George L. Bolen (Macmillan & Co.), $1.50 net. The author has treated the subjects of the trusts, municipal ownership, and the tariff with a wealth of information, and the book is valuable to all who desire enlightenment on the present status of these importance questions.

A Study in Political Economy. J. Shield Nicholson. (Macmillan & Co.) This book is a survey of the principles of political economy with reference to the history of the subject, and attempts principally to analyze the terms used and to lay a foundation for a more extended study. Mr. Nicholson occupies a position of authority with reference to economic investigation, and this book is most valuable both on that account and because of its calm, judicial atmosphere and freedom from dogmatism, especially in regard to socialism and the labor question. The divisions of the book are consumption and production, distribution, exchange, economic progress, and the economic functions of government.

THE WORCESTER MAGAZINE

Vol. VII. APRIL--1904 No. 4.

MAY 1904

Magazine and Municipal Comment.
The Worcester Water Supply. I.
Opportunities of Modern Journalism.
The School Board, its Composition and Functions.
State Encouragement for Thrift.
The Citizen —N. S. Shaler.
Worcester Savings Banks.

DEVOTED TO

Good Citizenship and Municipal Development

PUBLISHED MONTHLY BY THE BOARD OF TRADE
WORCESTER, MASSACHUSETTS,
U. S. A.

$1.00 A YEAR. 10 CENTS A COPY.

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The Worcester Magazine.

Vol. VII. APRIL, 1904. No. 4.

This magazine is published by the Worcester Board of Trade. Its reading pages are devoted solely to municipal development, good citizenship and the business welfare of Worcester. Space in these pages is not for sale.

MAGAZINE AND MUNICIPAL COMMENT.

TO GET TOGETHER.

No lack in city life is more apparent to the thoughtful observer than the individualistic tendency of the citizen to contract his horizon of sympathetic interest to the concerns of his immediate personal advantage. This habit of mind has become so intensified by the sharp competitions of city life, and so pervasive, that one is hardly conscious of its presence, and indeed is entirely oblivious of its power to control not only one's action, but one's point of view.

To acquire, to enjoy, to aggrandize one's position, or that of his family, possibly a few near friends or relatives, or perhaps his church, is, the chief thought of the average citizen of a bustling American municipality.

Questions of civic or social duty oftentimes get more attention from the thoughtful and educated of a European city than from Americans upon whom rest the responsibility and the privilege of determining the character of society.

To get together is the social demand of the hour; it is the prime requisite of all civic improvement or social advancement. Therefore, any and all organized movements should be encouraged which tend to bring the inhabitants of a city like Worcester into working relationships, which promote a community of interests. To this end no more potent aid can be enlisted than the continued and persistent effort to maintain high ideals of civic life as the ultimate achievement of the Worcester that is to be.

Here lies the opportunity of the Board of Trade, to which the city looks for far-sighted judgment, unselfish purposes, and inspiring visions of municipal growth and development, untainted by mercenary interests and removed from the small bickerings of jejune politicians, whose chief aim seems to be to promote their own ambitions, or who neglect evident public duty in their zeal to "get even" with each other in the contemptible game of ward politics.

WORCESTER'S WATER.

The advisability of municipal ownership, at least of natural monopolies and franchises for public service, is much discussed. The champions both for and against such ownership have an extensive stock of arguments, and have also the sincerity and intelligence to emphasize them. But in one direction the advisability, in fact the neces-

sure of municipal ownership has been adopted without debate and almost without question. Nearly every American city owns the water supply from which its citizens obtain their water. The proposition that the city or state should own the means of transportation receives scant favor; the production of light and heat is in private hands; no one would dream of applying municipal ownership to the food supply, and yet it has been assumed as a matter of course that every city should own the means of furnishing water to its citizens.

The development of municipal ownership in relation to the water supply in any city is an interesting story, and the Worcester Magazine presents to its readers in this number the first of two articles on the history, development and present condition of the Worcester water supply, contributed by Frederick A. McClure, who is at present, and has been for many years, the city engineer of the city of Worcester, and has, therefore, had the chief direction and control of the Worcester water system. The present article deals in an interesting way with the history of the water supply open to the inhabitants of Worcester from the earliest times down to the year 1875. And the second article will continue the history to the present day, and will also present Mr. McClure's expert opinion and convincing remarks upon the future needs of Worcester and the necessary development of its water supply.

SCHOOL REFORM.

The awakening consciousness of the unity of all the citizens of a city and their vital interest and concern in municipal affairs is, at the present time in American cities, devoting itself with more or less success to changes in the school management. The importance to the future welfare of the state is a sufficient reason why this department should be made the first point of attack but the aroused indignation of the citizens has been directed toward schools also on account of the extreme carelessness and indifference to the commonest business principles, to say nothing of common honesty, which have characterized school administration. Even in the smaller cities, to successfully conduct educational affairs requires, in addition to an especial training, a business ability of a high order. It has also been abundantly proved by the experience of the larger corporations that the greatest efficiency is gained from a single head with the necessary expert education and a small number of directors to assume the ultimate business responsibility in all important questions.

In the case of the public schools of many cities, including Worcester, however, a large school board is still employed, and, what is even more disastrous to good management, the members are still elected from wards, and their positions are the plaything of the lesser politicians.

President G. Stanley Hall of Clark University has contributed to this number of the Worcester Magazine a letter in which the necessity of reform in school management, and how such reform has succeeded in other American cities, is convincingly set forth. President Hall has stated, from his wide experience in educational matters, the advantages of a small school board over a large one, and the evil results of the election by wards.

These reforms and many others have been adopted by a number of American cities, and bring with them an awakened interest of the citizens in school affairs, and an application of business principles to the school management which soon works a complete transformation.

PROFESSOR SHALER.

Professor Shaler's former books, "The Neighbor," and "The Individual," were of that high quality of thought and felicity of diction to which few books attain. This number of the Worcester Magazine contains a

review of his latest book, "The Citizen," which is not unequal to Professor Shaler's standard of excellence.

Professor Shaler, as is well known, is a native of Kentucky, but fought through the Civil War, like so many other natives of Kentucky, in the armies of the North, and has been the admiration and inspiration of many generations of college youths as professor of geology at Harvard University. He is also dean of the Lawrence Scientific School, but yet finds time to give most delightful courses in the college proper, as well as to instruct his fellow citizens from the wealth of his experience.

"The Citizen" is designed primarily for young persons who are attempting to realize their duties to the Commonwealth, and their relations with their fellow citizens.

While Professor Shaler devotes the larger part of his time to the consideration of the principles which should animate the citizen, the concrete problems of the present day do not pass unnoticed, and he applies the principles which he has stated to many cases which are pressing for solution at the present time. The reviewer has given a general idea of the scope of the book, and retained in his review in some degree the spirit of its subject.

MASSACHUSETTS SAVINGS BANKS.

Under the title of "State Encouragement for Thrift," a contributor in this number of the Worcester Magazine has briefly sketched the Massachusetts law in regard to savings banks. This law is an outgrowth of a long number of years' experience in this matter in Massachusetts, and this Commonwealth is regarded by those entitled to have an expert opinion as in the front rank, both in the quality of its savings banks and in the excellence of its law regulating them. The article is interesting not only for its relation to savings banks and as an exposition of the large protection which the Commonwealth affords for its small investors, but it also should illuminate somewhat the much-discussed question at the present day of the state regulation and control over all corporations, with especial reference to those known as "public service" corporations, that is, where the community as a whole is interested in the object and aims of a corporation, both as an investment and also by reason of the services which the corporation undertakes to do. The argument would not seem far fetched in relation to so-called "publicity" as a method of state control over corporations, to say that, inasmuch as a complete publicity is not only not harmful in the case of savings banks, but is admitted by all to have worked great benefits to them, a similar publicity might perhaps be of advantage to advance the state control of other corporations in which the public are perhaps more interested than in savings banks. This seems to point to a middle ground between out-and-out state ownership and the present individualistic system which might be worth considering.

THE WORCESTER WATER SUPPLY.

I.

ONE of the first acts of the early settlers of Worcester was to determine upon a locality where good water might be readily obtained, and in their selection of a site for a settlement, which has developed into the second city of the Commonwealth, they builded better than they knew, so far as the availability of a water supply for future generations was concerned.

Indeed, it may be said that it was the abundance and quality of the water supply hereabouts that first induced our forefathers to make their homes in this locality. As the population increased, springs and wells, which had served their purpose very well in the early days, became inadequate for the necessities of a healthy, growing community. The laws of progress brought about a different order in the character of building. The natural congestion incident to the growth of the young municipality, made it apparent that if the best interests of the community were to be subserved, additional water supply was absolutely necessary, for protection from fire as well as for domestic purposes.

Thus it came about in Worcester, as in every other progressive American city, that almost from the beginning the necessity of pure water, in adequate quantities, was recognized as a primary requisite to the life of the community.

It was not until Worcester had grown to a town of some two thousand or more inhabitants that an effort was made to conduct water through pipes for the use of its people. The first attempt at procuring water of which record is found was in the year 1798, when, by Legislative action, authority was granted to Daniel Goulding to convey water through pipes from a spring on his own land, for the use of himself and neighbors. By this act authority was also given the Selectmen to take water from these pipes for the extinguishing of fires, and in this simple way water was brought through pipes into the streets of Worcester for the first time. The supply thus obtained, together with the wells and streams, seems to have answered their purpose many years, for we do not find that action was taken by the town to increase its water supply until the year 1842. By this time the population had grown to about 8000 people, and the size and importance of its public and other buildings required better fire protection than the wells and cisterns then provided. At this time the town appointed a committee to consider measures for a further supply, and in the year following the Selectmen were authorized to purchase Bladder Pond, or what is now known as Bell Pond, as an addition to its water supply. This supply comprised about five acres originally, but was increased to a reservoir of eight acres.

The advantages of a town owning its supply of water were not at that time appreciated, and the Selectmen, in their report on the matter, recommended that the town make certain propositions for the construction of an aqueduct. While this measure was being considered, the Legislature, upon petition, granted to the inhabitants of the "Centre School District" authority to construct and maintain an aqueduct to conduct water from Bladder Pond for the use of the town. The school district mentioned comprised the territory in the neighborhood of what is now Thomas Street.

The petitioners being incorporated as the Worcester Aqueduct Company, effected organization in April, 1845, by the choice of a "Committee of Managers," including Stephen Salisbury, Isaac Davis, William A. Wheeler, Henry W. Miller and Samuel Davis, and under certain arrangements between the town and Aqueduct Company, the work was carried to a completion the same year. The advantages of an increased supply under

pressure were soon apparent by its use in the extinguishment of two fires, and so much was its value appreciated that the Selectmen, in their annual report, gave it as their opinion "that it will be more for the interest of the town to pay the district to retain the water for security than that it should be sold for profit."

Some two years later, or upon the 29th day of February, 1848, Worcester became a city, the act of incorporation providing for the purchase on behalf of the said city, all the right, title and interest of the Worcester Aqueduct Company in and to the waters of Bladder Pond.

At the first meeting of the City Council under its new charter, measures were taken to procure the rights and property of the water company, which were speedily followed by its purchase. Thus on the 8th day of June, 1848, the management and control of its own water supply came into possession of the inhabitants of Worcester. With the continued growth and prosperity of this young city, it was soon manifest that a more generous supply of water was needed. Except to discuss the question, and defeat several orders introduced into the City Council, nothing in the way of advance was done until the year 1854, when the services of Mr. M. B. Inches of Boston were procured to investigate and report upon the sources in or around the city from which an additional supply of water might be obtained. Without going into the details of the report, one feature of it is especially interesting, wherein it was given as his opinion that the waters of Tatnuck Brook could "not be collected in sufficient quantities by the construction of reservoirs in this valley to supply the city of Worcester, and deemed it unnecessary to cause any survey to be made either of the extent of country draining into the Tatnuck, or of a route into the city." Incidentally, it may be mentioned that this same stream has been the mainstay of the city's water supply for the past twenty years, and in abundance and quality is unsurpassed. Two large storage reservoirs have been constructed upon the Tatnuck brookshed sometimes known and spoken of as the "Holden" supply.

The insufficient supply and meagre pipe system which existed at this time was made manifest at the burning of the Merrifield building, and further exemplified a short time after by the exhaustion of Bell Pond. The pumping from springs had to be resorted to, and all sorts of expedients were suggested that were only temporary, showing little faith that Worcester would ever be much greater than it then was. In the Mayor's inaugural address of 1858, the problem was solved, to his satisfaction, at least, by declaring that "almost every citizen can procure good water at his own door by digging 15 or 20 feet." During this period the town-pump was doing duty. The water question drifted along for some time further, and the people were becoming impatient at the delay in procuring a supply commensurate with the city's needs.

It was not until the year 1863, however, that decisive steps were taken in answer to the people's petition "to procure an abundant supply of water for use of the inhabitants, and for the protection of the city against fire." At this time Worcester had grown to a population of about 28,000 people, only a fraction of whom were supplied with city water. It is stated in the reports of that period that 112 parties, mostly families, were provided with water from private aqueducts, and that the city was supplying 146 other parties when the water was not shut off because of an insufficient quantity in the reservoir. As this was the situation just prior to the advent of a more bountiful supply, together with a great improvement in the system of distribution, it is interesting to observe that the total length of pipe controlled by the city was 5¼ miles, with 112 hydrants.

The Lynde Brook dam and reservoir, the earliest of the city's source of supply now in use, was so far completed in the year 1864 as to impound the water for general purposes, and on the 22nd day of November was for-

ously delivered by the city government. The occasion was one of much enthusiasm, and was celebrated by the display of flags, bands of music, and a procession of the fire department acting as escort to the city officials and a large number of prominent citizens. Addresses were delivered at Mechanics Hall, and the capacity of the new works was tested, as reported, "in the presence of a large crowd of anxious spectators." In these more strenuous days music is not supplied on similar occasions. Lynde Brook reservoir, when first built, stored, when full, about 230,000,000 gallons of water, and covered an area of 48 acres. The number of water takers is reported as 175 at that time, but with the added supply this number was rapidly increased.

It was soon apparent that a still further storage of water was necessary, and in the year 1870-71, the dam was raised 15 additional feet, increasing the storage to about 775,000,000 by the use of flashboards. In the meantime, it was evident that the aqueduct could not supply water to certain parts of the city, and as a measure of relief an independent main, utilizing the entire head from Lynde Brook reservoir, was laid and completed in the year 1873. This was the first introduction of what is known as our high service supply, and, with some improvements, is to-day our only means of furnishing water to the surrounding hills. An ordinance establishing water rates and the beginning of our meter system were important features settled upon during this period. The question of further supply seems to have been an ever-present one, for within three years from the time the Lynde Brook dam was raised the City Water Committee advised the taking of Kettle Brook, and considered the advisability of taking North Pond as an additional source.

It was reported in the year 1874 that the daily consumption of water amounted to 3,000,000 gallons, and that the number of takers was 36,000 people. This would make a daily rate of 83 gallons a person, something considerably above the rate in use to-day. In the report of the city engineer of the same date it was stated that "a partial examination of Tatnuck Brook showed that its capacity as a source of supply may have been underrated," and suggested more extended surveys to determine its value. The following year Henshaw Pond and the Tatnuck Brook were surveyed and examined, and a report giving the results of the surveys was made to the City Council. No steps beyond that of investigation were taken, however, although the Water Committee of that year said in their report "that with more than a usual rainfall our only reservoir has not been filled for more than fifteen months, should excite apprehension, and should be kept prominently before the Council."

FREDERICK A. MCCLURE.

OPPORTUNITIES OF MODERN JOURNALISM.

IN an article in the February number of the Worcester Magazine, entitled "The City as a Social Factor," some of the differences between country life and city life in New England were stated. In the New England of the past the social life was rural, and hence individualistic, and this characteristic of old New England was accentuated by the fact that the inhabitants of New England were nearly all of English race and possessed in increased measure the English love of liberty and anti-social qualities. In fact, what has been called "Anglo-Saxon individualism" was there carried to an extreme. It was also pointed out in that article that at present, owing to the concentration of population in smaller areas, and to the large immigration of people of other races, new conditions have arisen which require very different qualities. In such changed circum-

stances civic virtues must become more social. People are vitally concerned with the acts of others, and many things which could be done with impunity in a rural community are destructive of the very existence of an urban one. The conception must, therefore, become clearer regarding duties which are owed to the community, and ideals of civic pride and social self-sacrifice must, to some extent, supersede the older ideals of self-sufficiency and independence. Justice to all is not enough; it is not sufficient that each man should pursue his own ends, being careful only that every one else has an equal opportunity. Honesty and fair dealing are no longer the only social virtues, and acting to the injury of another is not the only anti-social quality. It has been said that the salient characteristic of Western civilization is its irresponsibility, and this characteristic has not hitherto been particularly noxious in the life of New England. By this remark it was not meant, I conceive, that the inhabitants of the West were unwilling in times of peril to sacrifice themselves that the state might live, and such an interpretation has certainly not been true of New England. But it is rather in the every-day occupations, in the acquiring of wealth, and in the spending it, in short, in life rather than heroic death, that the people of New England have had but very little realization of their responsibility to their fellow men and to the community in which they lived and of which they formed a part. The life and necessities of large cities make more patent the lack of such communal responsibility, as well as the necessity for it. Unselfishness is not uncommon; many men are not unwilling to part with a portion of their superfluity for the benefit of others, and nobler examples of individual unselfishness are often seen. But civic unselfishness is almost unknown even by name; to put the community first and the individual after it is as rare as it is illustrious. It is a new idea that there is a duty resting at least upon the inhabitants of closely populated areas to be upright and honorable in their dealings not only toward men but towards man, and that the community as a whole should be made the subject of extortion and improper gain even less than the individual.

This article will concern itself particularly with the newspapers of New England and of the entire country, considered in relation to this new ideal of civic unselfishness, and will inquire first concerning the opportunities for social service and for advancing the welfare of the community, which is now open to the newspapers of the United States, and second in what manner these opportunities and this high ideal are being embraced.

That the popular education even of the present day is deficient in many essential particulars has been stated by many accurate observers, but by none more clearly than by President Eliot. The objects of education he states to be four—"in which the individual youth should be thoroughly trained, if his judgment and reasoning powers are to be systematically developed: observing accurately; recording correctly; comparing, grouping, and inferring justly; and expressing cogently the results of these mental operations."

President Eliot has considered courses of instruction in the grammar schools, the so-called secondary schools and the colleges, and found that in none is trained a single one of these four faculties, to develop which should be the fundamental object of education. And from this failure many popular delusions arise, some founded on the commonest of fallacies, which work mischief untold in social, religious, economic and political activities. It is also, of course, well known that education, such as it is, is much more widely distributed at the present day than at any time in the past. The number of people who possess learning enough to be interested in the affairs of mankind and who read popular books and newspapers is enormously increased. This accentuates the lack of reasoning power and the poverty of the accepted mental training of the

people, and as in America, the majority are supposed to be the final arbiters of all questions, the very fact of the extent of this partial education exposes the community to be swept by delusions and sophistries, to become the prey of quacks and impostors, and to be too easily persuaded by sincere but irrational reformers. As President Eliot has pointed out, "The ship of state barely escapes from one cyclone of popular folly, like the fiat money delusion or the granger legislation of the seventies, when another blast of ill-informed opinion comes down on it, like the actual legislation which compelled the buying and storing of silver by government, or the projected legislation which would compel government to buy cotton, wheat, or corn and issue paper money against the stock."

"Educated people," also quoting President Eliot, "have little better protection against delusions and sophisms than the uneducated, for the simple reason that their education, though prolonged and elaborate, was still not of a kind to train their reasoning powers."

At the present time, therefore, owing to the prevalence of an education, whose single purpose seems to be merely the acquisition of facts instead of the training of the mind, the mental attitude of modern society is irrational and imaginative, and the average person can be influenced and prefers to be influenced rather by appeals to emotions and feelings than to the reasoning powers.

What, then, is the civic duty of the modern newspaper? What is its responsibility toward the community? Two opportunities suggest themselves from the foregoing which may be improved by modern journalism. It may attempt to supply as far as it is possible the defects in the education of the people, to train their minds and reason so that they may resist the alluring fallacies and sophisms of the ignorant or ill-disposed, and, by far the more imperative, a modern newspaper may make its appeal solely to the reason of its readers, it may discuss all questions soberly, with clear ideas and with intelligent consideration.

Not only are these splendid opportunities open for the newspaper of to-day, but they are part of the duties which a newspaper owes to itself, to its readers, and more especially to the community. In the past if a newspaper refrained from libel and was comparatively honest, its responsibility was over; but, as has been shown, in the case of a newspaper not less than of an individual, with new manners have come new duties, and individual rectitude is not enough; there are active duties also to the community of its establishment.

In turning from this ideal to the actual the picture is discouraging, indeed. With a few notable exceptions the newspapers of to-day, so far from attempting to cultivate the exercise of reason in a community, are among the first to discard it; and instead of considering the questions of the day in an intelligent manner, are concerned only with increasing their circulation by appeals to the prejudice or the morbid feelings of their readers. Both in the collection and arrangement of news and in the editorial columns, the sole object of the daily newspaper seems to be to please the imagination by extravagant invention, or to arouse the mutual jealousies of its readers and accomplish its purposes by skillful manipulation of the results of the educational errors which have been alluded to. So that, instead of a protection against popular folly and delusion, the modern newspaper augments these very weaknesses for its own ends.

Lack of a sense of proportion in the relative value of the news items, and a total obliteration of all distinction between truth and falsehood, characterize far too many of the most important newspapers of the United States. This, as well as the illogical yet dogmatic and inflammatory style of the editorial pages, may be explained, if not excused, by the fact that many editors are subject to the same educational defects as the majority of their

readers, and but mirror their own distorted and childish minds in their paper. But it is also unfortunately true that in many cases a deliberate course of falsehood and appeal to prejudice is entered upon, the sole excuse for which seems to be that the people demand newspapers of such character, and that the public but gets what it calls for. And it has been unquestionably shown by the enormously increased circulation of such papers that they are acceptable to very many.

The demand from persons of an ill-selected education for newspapers which make no appeal to their reasoning powers has called forth these serpentine journals, and the existence and distribution of such journals can not but add to the number of such invertebrate intelligences. Thus the circle is complete; the demand brings forth the supply and the supply creates the demand.

The individual conduct of such newspapers may be most upright, and the private life of their owners irreproachable, but as has been pointed out, they have a higher duty not to corrupt the state as a whole, and "to see that the republic takes no harm." Up to the present time this duty has been overlooked or disregarded by the managers of most newspapers, who, however, are not alone in contempt of the welfare of the state, and the deplorable condition of modern journalism is the result. It is, of course, clear that the modern newspaper reflects with fidelity the character and preferences of its public, but the point which is emphasized is that the editors of such newspapers owe a duty to the Commonwealth to attempt to raise the standard of mental cultivation, or at least not to trade on or to cater to its defective equipment. In earlier days, as even a limited education was possessed only by a comparatively few, such newspapers as existed must needs appeal to that few, and were kept upon a high level by the uniform excellent results of the education of that day.

The only remedy for the present conditions seems to be for the public who do possess trained minds to demand of modern newspapers that they fulfill their high position, and that they do not remain false to the ideals of civic duty which are before them. An awakening consciousness of these ideals may also, perhaps, animate some newspapers which now seem hopeless, and a reformation occur from within which shall co-operate with outside influence. A. B.

THE SCHOOL BOARD, ITS COMPOSITION AND FUNCTIONS.

Rufus Bennett Fowler, Esq., Chairman Committee on Publication.

My dear Sir: I am quite willing, in response to your courteous invitation, to indicate briefly my views concerning the composition and functions of school boards. Many cities in this country, and these among the best, such as Springfield, New Haven, Minneapolis, Indianapolis, Cleveland, St. Paul, Toledo, Rochester, San Francisco, Washington, D. C., Kansas City, Bloomington, Dayton, etc., now have boards of from three to nine members, seven being the most common number. Within a few years I have visited all these cities save one, and seen more or less of their school system, and can add my testimony to that which seemed to be almost universal in each place, that this change had been attended with great improvements, and especially with increased economy and efficiency. The change in nearly every case was the result of a struggle, in two or three cities severe and protracted, in which business men, teachers, parents and citizens were victorious over local politicians and over the members of the large pre-existing boards and their friends. The latter usually urged that large boards are

more representative and democratic. On the other side it is urged that this argument would restore the town meeting, and that reduction is only another step of progress in representative government. Four large cities in this country have long had the reputation of having school boards that were corrupt, and, at least in one case, this was abundantly proven in the courts. One of these cities had a school board of forty members divided into twenty-seven committees; another had a board of seventy-two members; one had forty-five; one, thirty-six. These conditions do not protect against but often invite abuses such as jobbery, poor material, bad contract work, factions, friction with other branches of the city government, ceaseless complaints of leaky roofs, cracked and warping floors, bad ventilation, poor heating, sectional jealousies, pulls, talk to the galleries and press and to constituency, text-book scandals, and, in one proven case, the sale of the office of teacher.

Again, under these conditions, much of the superintendent's time is required to follow or guide the subcommittees, and he has little time or energy left for his professional work. I have, myself, heard two eminent superintendents, who rank among the very best in the land, state in substance that for this reason they would for no financial consideration risk their professional reputation by working under the old system of large boards elected by wards on partisan tickets. Certain it is that the quality of superintendents in the above cities is of the highest rank. The enormous difference between a fairly good and a first-class superintendent, and the value of silent improvements he can make in the spirit and work of every schoolroom, is not adequately appreciated by the public. All this is now no longer a matter of theory, but of experience. Clear as the advantages of a small board over a large one are, and certain as it is that election by wards, which make these responsible positions the stepping-stone to political preferment, is bad for the schools, there is not yet any consensus of the competent as to how the small boards should be created. Or, rather, there are several ways of accomplishing this result, all of which are believed in different places to be effective in securing men representing different parties and religious denominations. Where mayors have appointed these boards they have in every case, save one known to me, made them representative of the different local, political and religious interests. Elsewhere this result is thought to be best secured by nomination by petition. Still another method is that of cumulative voting, or allowing each citizen to cast all of his votes for the two or three members elected annually for one man. It is important that cities should not be deprived of the services of men of rare competence because of the accident of their ward residence.

Great as are the advantages of a small board in itself, this has been only one item of the changes in the above cities. Another is a special executive officer to carry out the purely legislative function of the board, who is held to a very definite responsibility. He is often a builder and has control of all repairs, thus relieving both superintendent and committee of these details. He is often required to open everything above a certain small sum to public bids, and is authorized to expend most of the school money not devoted to salaries, books and educational apparatus. The various rules to ensure efficiency and honesty in this executive officer have been so effective that I have never been able to learn of but one case of attempted corruption, and this was instantly detected and the officer removed.

Under this plan the superintendent is made personally responsible for the nomination, promotion and discharge of teachers, as well as, in general, for the selection of text-books. These two matters cause a large part of the friction and waste and dissipate much of the energy and time of the old-fashioned large board, but under the

new scheme the professional character of the superintendent is recognized, and he can confine himself to that work which he is best qualified to do. No school board, whether under the old or new plan, is competent to select the fittest among candidates for the teacher's position, nor to select the best among the many text-books now pressed upon their attention by traveling agents of rival publishers who swarm about the text-book committees whenever a change is contemplated, and in some places have been convicted of corruption, and who, in others, subscribe to the expenses of election, and have sometimes had superintendents and principals at their mercy.

All these measures really go together, and it has often been a revelation to see what improvements they effect. The board conducts its affairs on strictly business principles. Its time is occupied with larger and not frittered away with petty questions. The change is always marked by a revival of popular interest in the school. Often pictures are given, yards beautified, anti-hygienic conditions removed, future educational needs of the city anticipated with economy and foresight, and this movement usually marks the beginning of a series of improvements, of increased care and watchful interest of the schools on the part of the public.

Worcester can certainly congratulate herself on having been served by some of her very best citizens on this board. What they have done has been in spite of a method which is itself intrinsically bad, and which no excellence of its personnel can entirely overcome. Its defects are distraction amidst a multiplicity of duties, and hence inefficiency, the difficulty of placing responsibility on individuals, the danger of waste of time and energy in friction and faction, temptations to small politics, and insufficient safeguards against jobbery and even corruption.

G. STANLEY HALL.

Clark University, Worcester, Mass.

STATE ENCOURAGEMENT FOR THRIFT.

THE accepted theory of government in the United States is that each citizen is allowed to exercise his natural freedom to the utmost which is compatible with the safety and convenience of his fellow citizens, and which allows them also the greatest individual liberty. He may use his own as he likes, being only forbidden to injure others by its use, either in their persons or their property. The unrestrained pursuit of many kinds of business tends more or less directly to the damage of the general public either physically, financially, or both, and such pursuit has for a long time been under the regulation of the state. Such occupations which endanger the health or safety of the community, as slaughter-houses, powder-factories, and the like, are clearly within the "police power" of the state, which power extends no less over those financial institutions which, unregulated, offer especial opportunity for defrauding the too-confiding investor. The Commonwealth of Massachusetts has provided for the supervision of such matters also, including insurance companies, banks and trust companies.

For many years the Commonwealth of Massachusetts has exercised control and supervision over savings banks doing business in the Commonwealth. The methods of this control have been gradually perfected and extended until the present admirable system has been evolved, under which the savings banks of Massachusetts, for security, stability and success have become noted among the financial institutions of the country.

In this article I have sketched briefly the provisions of the Massachusetts law relating to savings banks, showing their position in the community, and the safeguards imposed upon them by the Commonwealth.

Various statutes have been passed by the General Court of this Commonwealth in regard to savings banks, the first of which was in 1828. The laws still in force are collected in Chapter 113 of the Revised Laws, which now contain practically all the law upon the subject. In that chapter the general execution of the laws relating to the oversight and control of savings banks by the state is entrusted to a board of savings bank commissioners, at least one of whom must visit every savings bank incorporated in Massachusetts, at least once a year, and inspect its methods of carrying on business, its financial situation, and all matters connected with it. Any savings bank may be inspected by the savings bank commissioners at any time, and they are compelled to investigate such a bank on the request of five persons interested in it in any way, that is, as directors, creditors, or depositors. Although this inspection is confined by the terms of the statute to savings banks incorporated in Massachusetts, as by a further provision no person or corporation is allowed to do a banking business except Massachusetts banking corporations, this inspection is really of all the savings banks doing business in the Commonwealth. The savings banks commissioners may, upon evidence of insolvency, or the financial insecurity of any savings bank, have that bank enjoined from doing further business, and, if necessary, procure the appointment of a receiver for it. The General Court itself may also investigate the condition of any savings bank. This chapter also provides the manner of electing officers, of holding meetings, and of all other formal matters necessary for the continued existence of the corporation. The place of carrying on the business, also, is not overlooked, and by an amendment passed in 1902 a savings bank is prohibited from occupying a room or rooms in connection with a national banking association or any other bank. This was allowed formerly only under certain conditions, and is now forbidden entirely.

Not only does the statute regulate the formal existence of the banking corporation, and the place where it shall do business, but minute regulations are provided concerning its deposits, and the disposition of money so received as investments and loans. The distribution of the profits of the investment of this combined capital is also prescribed, and the remedy which has been suggested for the abuse of corporate grants for other purposes, that is, complete publicity, is enforced in the case of Massachusetts savings banks.

In regard to deposits, no one is allowed to entrust to a savings bank more than $1000, upon which compound interest is allowed until the amount reaches $1600, when only simple interest on such $1600 is thereafter paid. The earliest statutes upon the subject of savings banks contained a list of allowed investments, and prescribed exactly where the savings banks should entrust the money of their depositors. As the business of the country grew and safe investments multiplied, the list was increased, until, from comprising only first mortgages of real estate, and the public funds of the United States, the New England States and the state of New York, it now includes the bonds of cities of the above states and various other states which are enumerated, the bonds of New England railroads and of many other railroads of the United States which are designated by name; the bonds of certain street railways and the stock of Massachusetts banks or trust companies, or national banks. Up to one third of the deposits may also be invested in personal loans with at least two sureties, all being citizens of Massachusetts. The officers of the bank who have charge of the investment of its funds shall not borrow from the bank, or in any way be obligors for the money borrowed of the corporation, and it is also provided that in case such an officer becomes the owner of any real estate mortgaged to the bank, his office shall become vacant in sixty days, unless he ceases to be such owner or discharges the mortgage. The corporation or any of-

ficer shall not receive any fee or commission for any loan, and even the method of applying to a savings bank in writing for a loan is prescribed by the statute.

The times and manner of dividing the income or profit of a savings bank as a dividend are set forth in this chapter, and that they shall not exceed one and one-fourth per cent. per quarter.

The savings bank is to reserve as a guaranty fund a certain percentage of the net profits each year until such fund amounts to five per cent. of the deposits; this fund is used to meet losses from depreciation of its securities, or otherwise. Once in three years, if net profits have accumulated in addition to such guaranty fund, and the annual dividends, which amount to more than ten per cent. of the deposits, such excess shall also be divided among the depositors. No dividend is to be declared until it has actually accrued and must be authorized by vote of trustees. The statute also minutely provides for withdrawal of funds from savings banks and a method by which the savings bank may cause the ownership of any disputed deposit to be judicially determined. Various other provisions as to payment of dividends on deposits by trustees, and on deposits which exceed $1600, as to withdrawals by minors, or after the death of the depositor, show the care with which the Commonwealth governs these institutions.

A special power of Massachusetts savings banks may be mentioned here: the power to receive on deposit funds in trust for the purpose of setting out shade trees in streets and parks, and improving the same; for purchasing land for parks; for maintaining lots in cemeteries, and for the establishing and continuance of drinking fountains in public places. The savings bank is to pay the dividends on such fund to the city or town or cemetery authorities, who are to expend them to carry out the trust.

It has been frequently suggested that many of the evils which seemed to attend the unrestrained incorporation of the business of the country, would be at least in great measure prevented, if the corporations were compelled to report various facts concerning their methods and character to the incorporating authority, by concealing which great opportunity is offered for fraud. The opponents of this corporate publicity have rejoined that while, perhaps, opportunities for fraud would be decreased, the corporation itself having exposed its interior defenses to its rivals would fall behind in the struggle to acquire, and that the remedy would be worse than the disease. The experience of savings banks of Massachusetts would seem to be of some assistance in the solution of this question, and by their continued existence under a system of returns and reports insuring the most complete publicity, tend in some measure to dispel the alarm of the champions of unrestrained competition. By the statute, even the manner and form of keeping the books of a savings bank may be prescribed by the commissioners, and an annual report to the board of commissioners must be made by the treasurer, showing accurately, to quote from the statute, the condition of the corporation at the close of business on the last business day in October. In this report must be included the amount of deposits and names of depositors, the amount and character of all the loans of the savings banks, and, in fact, everything connected with the business of the bank which could in any way throw light on its financial condition. And when it is remembered that savings banks were originally, and are now, competing corporations for the investment of money, and that Massachusetts savings banks have prospered with their entire business laid open once every year to their adversaries, it would seem possible at least for other corporations to do business subject to a like publicity.

Of course, savings banks are subject to taxation upon their property, including a tax of one half of one per cent. on the amount of their deposits, and to the other duties and habilities common to all corporate bodies. This

article has endeavored to set forth merely the provisions of the law which are peculiar to savings banks, and are imposed upon them for the protection of the depositors.

The importance and extent of the one hundred and eighty-seven savings banks of Massachusetts may be seen from the fact that in a population of not quite three millions there were, on Oct. 31, 1903, nearly one and three quarters million accounts of depositors in Massachusetts savings banks, amounting to over six hundred million dollars, having increased about two hundred million dollars in the last ten years. The guaranty fund of the Massachusetts savings bank, which has been explained above, amounted on that date to about twenty-seven and one-half million dollars. There was distributed in dividends in the year from Oct. 31, 1902, to Oct. 31, 1903, about twenty-one million dollars, being an average per cent. of 3.709 per cent. on the deposits; and the total assets of all the Massachusetts savings banks were nearly six hundred and fifty million dollars.

DEPOSITOR.

"THE CITIZEN"—N. S. SHALER.

THE civic duty which each individual owes to the community in which he lives is just being recognized in America. For hundreds of years the individual has felt a constantly tightening relation between himself and his tribe or race. This relation has been constantly broadening and including a larger number in its scope, until now this national allegiance embraces in many cases all the people united by common language or customs, and bids fair to extend to the whole world so that a man may soon say with truth, "I am a citizen of the world." But this connection has rarely extended beyond a readiness to fight for one's own native land, and the obverse of patriotism has been exclusiveness. But now certain new ideals are coming to the front, not to displace the old heroic self-sacrifice, but to complement it; by which the citizen is encouraged to have ever in his mind the benefit of the Commonwealth, and in peace as well as in war strive to assist its progress. Such ideals are the life-blood of a democracy which is founded on the fraternal principle, and it is these ideals that Professor Shaler brings most prominently to our attention in his recent book entitled "The Citizen."

It is not given to every man that he should serve his country in some important position, either in peace or in war, and when the number of people in the United States is considered, it seems hopeless to imagine that one man can in any way affect them. The fallacy in this reasoning is soon apparent, however, when it is remembered that the people of the United States are made up of individual men, and if each one attended only to himself, the entire country would be made over, and this is pointed out by Professor Shaler. Also all that can be expected of the most gifted is that he fulfill the requirement of the present moment, and, as is inspiringly stated by Professor Shaler, in so doing he will reap a reward as great as he who performs the most important services. The position of each citizen is compared to that of a soldier, with this advantage, that whereas a soldier has only to obey orders, the citizen may himself control his action so that he is in effect both the soldier and the commander. To quote from the book, "In the ranks of citizens each man is essentially a commander, it is his to plan for the good of his people and to act in their behalf to the measure of his abilities; whether he be successful or not, he has enriched himself by his endeavor."

The life of a citizen who has met the questions of public concern in an intelligent and dutiful way also will pro-

foundly influence the action and control the thoughts and feelings of his neighbors, and often unnoticed by himself or those around him, will accomplish as much for the republic as the more prominent leaders of public affairs. So that, in addition to the reward of self-devotion to one's fellows which is incident to its performance, a person who has seen what true liberty meant and set it before those about him, can also be sure that such action is not without its permanent effect upon the welfare of the country; as Professor Shaler says, "These uncelebrated prophets of good government make the strength of the republic." The importance of the family as an opportunity for the performance of the duty of every day is recognized by Professor Shaler as the basic fact in the existence of the state, which, if its families are impaired, can not long endure. The first duty which lies before the citizen, therefore, is to his family, to preserve and strengthen it in every way possible.

"The Citizen," after sketching briefly the story of man's beginnings in civilization, and his journey to his present position, sets forth nearly all the important duties which confront the ordinary citizen, and adds a few instructive words upon the way such duties should be met. The system of government in the United States is explained and the part of the individual citizen therein, and many practical suggestions are given as to the way he should play his part. He is advised to read the history, both of his country and the world, giving more attention to the science of government than the story of war, and especially to study the constitutional questions which were presented to the founders of the nation for solution, and their answers to them.

The individual questions which are considered, and upon which the citizen is advised, are various, ranging from the character necessary in public officials to the anarchists; from God in the Constitution to woman suffrage, and from the financial situation and the negro question to the advice that each citizen should possess a rifle of the kind used by the organized militia of his state. All these subjects are most interestingly considered, and the conclusions of the author are such as would seem to commend themselves to all fair-minded men. The extent and variety of them is somewhat bewildering because of the necessary briefness of the consideration given to each, and in fact in this respect "The Citizen" is like the book of the man who said that he intended to write a thirty-page treatise on the universe.

Professor Shaler's remarks on the negro question are most instructive, beginning with the history of the negro when he first was brought to America, and involving, of course, the results of the Civil War and the future position of the negro in America. This problem is considered in a most reasonable and sympathetic spirit, and with his especial qualifications of birth and training in a slave-holding state before the war, and his later experiences in the North, Professor Shaler's conclusion is most enlightening. It is now generally accepted by many prominent Southerners, I believe, that, as he says, "A few score negroes who have acquired fortunes in honest industry would go far toward breaking down the barriers that now debar these people from a fair chance of becoming citizens of a high grade."

The old and well-tried idea is also set forth in "The Citizen" that the sole duty of the state is to "allow people to go their own way in safety, and find their satisfaction according to their own ideas;" and the newer and theoretically more attractive one of the assistance by the state to promote the happiness of the individual does not secure the approval of the author. The discouragements incident to man's nature, which result from his inevitable isolation, must be overcome by the society of his fellow man, and in fact perhaps the sympathetic relations of human beings bring them the only true and enduring happiness they can know. In the ideal state, therefore, each individual will possess the highest opinion of the worth of his fellows,

and will always live in affectionate relations with them. As Professor Shaler inspiringly insists, the highest aim of life is to bring men to love one another.

The most inspiring chapter in the book is a development of this idea, and deals with the value of great men to the citizen. Every man needs some acquaintance with at least a few great men, that they may serve for patterns for his life and also assist him in difficulty and cheer him in discouragement. The contemplation of the trials of some of those whom the world counts greatest, and the way in which these trials were overcome, is fitted to enkindle the smallest spark of manhood, and one may also frequently gather from their recorded observations practical counsel which will serve in the perplexities of the moment. To quote again from Professor Shaler: "Those who will provide themselves with clear memories of the noble men to whom we owe the world of affairs as we find it, and will fix their words or deeds in memory, will soon discover that in the many occasions where they need help their hero is there to supply it—with word of counsel or example. The one way in which a man may most effectively enlarge and ennoble his citizenly quality is by taking to himself the strength which the illustrious dead can give him." While then an individual must live in a natural isolation separated from his fellows by an impassable gulf, he can gain his only true happiness, and increase his mental and spiritual capacity, only by communion with them. And while the first of these may perhaps be completely gained only from the living, we may be reconsecrated to the performance of our duty by a contemplation and an acquaintance with the illustrious dead. In "The Citizen," as the point of view is of course that of man's relation to the state, the conclusion to which Professor Shaler leads the reader in this matter is that "success as a citizen depends in large measure on the capacity to gain power from the example of others."

But this is none the less happily true in other relations than those of citizenship, and it is in reality rather the good that men do that lives after them, enshrined in the grateful hearts of their enthusiasts. It is the opinion of Professor Shaler that the American has more of this sympathetic quality for the living and admiration of the dead than any other people; in fact, that is, perhaps, the most important fact which is shaping a distinctively American spirit. This is, unfortunately perhaps, confined to the white inhabitants of the United States, but among them there is an instinctive spirit of fellowship, and the average American expects all other average Americans to behave as he would under like circumstances. An interesting example of this confidence cited by Professor Shaler is the trust of the southern people in the dark days of reconstruction in the South that their fellow citizens of the North would assist them to free themselves from their misfortunes as soon as the northern people realized their situation. And the subsequent history of the United States has shown that that confidence was not misplaced.

"The Citizen" closes with a chapter on the future of the Commonwealth, and while sometimes the perhaps exaggerated danger in the rise of class distinctions seems to threaten it, and the alarm is often sounded that it is in the course of decay which will soon end in the loss of its liberties, Professor Shaler is of opinion that the foundations are secure, with the family as the unit and with equality of opportunity for all as the corner-stone. The people, he says, "often appear fanatical, but all the while there is with them an undercurrent of sound reason which prepares them in the end to act in a very judicious way. It is this quality that has made the formation and preservation of our nation possible, and it is on that which every patriot may safely rely in his efforts to turn his neighbors to the right way."

* * *

WORCESTER'S SAVINGS.

THE following statistics in regard to the Worcester savings banks were collected from their reports to the Savings Bank Commissioners for the year ending Oct. 31, 1903, and show briefly a comparison of the five Worcester savings banks in a few important details of their business. These facts have been chosen in order to present an intelligent idea of the condition and progress of the Worcester savings banks, and to show their security for the depositor. The savings banks of Worcester deservedly have the highest reputation among banking institutions, and Worcester is fortunate in that not the slightest suspicion of financial weakness or improper conduct has ever attached to any of its savings banks.

The directors, trustees and investment committees of these banks serve without pay, and gain their only reward in the knowledge of the increase of thrift among the citizens of Worcester due to their often unnoticed labors. These figures show the financial condition and provident habits of the citizens of Worcester, and it is pleasant to note that there was in the year ending Oct. 31, 1903, a large increase in the amount of deposits, in which increase every savings bank in Worcester participated.

The large number of open accounts is also noteworthy, amounting in the five banks to almost one hundred and ten thousand separate accounts; the number of accounts in the savings banks, therefore, is nearly equal to the total number of all the inhabitants of Worcester. The five Worcester savings banks also paid for the year ending Oct. 31, 1903, a dividend of 4 per cent. upon their deposits, and the income to depositors from this source amounts to about one million seven hundred thousand dollars. The total deposits on the five Worcester banks last October was approximately forty-six and one-half million dollars.

Worcester County Institution for Savings.

Due depositors Oct. 31, 1903,	$18,161,814
Increase for twelve months,	$826,238
Number of open accounts Oct. 31, 1903,	38,707
Amount of guaranty fund,	$904,000
Amount of dividend,	$675,318

Worcester Five Cents Savings Bank.

Due depositors Oct. 31, 1903,	$9,282,398
Increase for twelve months,	$579,683
Number of open accounts Oct. 31, 1903,	33,545
Amount of guaranty fund,	$362,000
Amount of dividend,	$337,124

Worcester Mechanics Savings Bank.

Due depositors Oct. 31, 1903,	$8,513,576
Increase for twelve months,	$561,637
Number of open accounts Oct. 31, 1903,	13,517
Amount of guaranty fund,	$312,000
Amount of dividend,	$312,439

People's Savings Bank.

Due depositors Oct. 31, 1903,	$9,862,531
Increase for twelve months,	$613,779
Number of open accounts Oct. 31, 1903,	21,480
Amount of guaranty fund,	$445,000
Amount of dividend,	$359,900

Bay State Savings Bank.

Due depositors Oct. 31, 1903,	$782,736
Increase for twelve months,	$90,882
Number of open accounts Oct. 31, 1903,	2,081
Amount of guaranty fund,	$7,650
Amount of dividend,	$27,772

Total amount due depositors of Worcester savings banks,	$46,603,088
Total amount of assets of Worcester savings banks,	$49,559,290

Dividend of all banks at the rate 4% per annum.

WORCESTER BOARD OF TRADE.

R. Jones Tarbox, Roger F. Upham, George W. Mackintire, George F. Booth and Edward C. Whitney have been nominated by the President and approved by the directors as the Committee on Nominations, to nominate officers for the coming year, to be voted upon at the annual meeting, April 21st, 1904. Five directors will be nominated who will serve four years, a Clerk, Auditor, Treasurer, and a Committee on Membership, to serve one year.

The announcement by the Committee on Meetings and Receptions that Secretary of War W. H. Taft and Senator Nelson of Minnesota had accepted invitations to be the guests of the Board of Trade at the annual banquet, is very pleasing to the members of the Board, who feel that the Committee are bound to maintain the high standard established for its annual gathering.

The talent for after-dinner speakers this year will undoubtedly be of such merit that the majority of the members will endeavor to so shape their engagements as to attend. The capacity of the banquet hall will be taxed to its limit unless all signs fail. The Committee will spare no pains to make this dinner the most successful in the history of the Board.

As in previous years, if there are any tickets left after the members are accommodated, guests of members will be provided for in the exact order of application. It is probable, however, that the number will be limited, as the membership is larger, and it is hoped a larger percentage of members will be enabled to attend. The capacity of the hall as the tables were arranged last year was 550.

There is to be a joint meeting of the American and British Societies of Mechanical Engineers in Chicago, beginning May 31st, and during May and June it is expected there will be many foreign engineers who will visit the different manufacturing centres, and at the request of members of the Society of Mechanical Engineers of Worcester. The Worcester Board of Trade have extended an invitation to members of these societies to make the rooms of the Board their headquarters while in this city, and will give them such information as they may desire in regard to manufacturing concerns, and facilitate their plans to visit such places as are open for inspection. It is hoped that the manufacturers will co-operate to make the stay of any such visitors as pleasant as possible.

As they will not come in a body the only expectation is that they may be allowed to visit some of the places which have been the foundation of Worcester's prosperity.

The Standard Brazing Company, whose establishment at Worcester is soon to be completed, are to give a demonstration of their novel process of brazing cast iron before the convention of car builders and master mechanics at Saratoga in June. They will locate in Worcester at 667 Cambridge Street, and will be prepared to do brazing of every variety, including fractures and cracks in cast iron, in large or small pieces. They will manufacture brazing forges and the Tichon brazing compound.

BOOK DEPARTMENT.

[Publications relating to the objects of this magazine will be noticed from time to time.]

Trusts of Today. Facts relating to their Promotion, Financial Management and the Attempts at State Control. By Gilbert Holland Montague, A.M., of the Department of Economics and Sometime Ricardo Prize Scholar in Economics at Harvard University. London and New York: McClure, Phillips & Co. This is one of the most lucid expositions of the subject of trusts that has yet been published, and owing to its small size is also brief and to the point without unnecessary legal verbiage. The tendency toward combination is as old as trade itself, but both at common law and under the statutes any combination in restraint of trade is illegal. Of course there are great economies in a combination, but it is usually evil in that it is a practical monopoly, in the character of the methods employed, unscrupulous promotion, over-capitalization and bad management. The author in the preface sums up the situation and concludes that combination as a relief from industrial warfare has firmly established itself as a natural economic evolution. Certain evils expected of monopoly, such as the discouragement of individual initiative, have not been realized. Certain others, however, as unreasonable prices and discrimination, have grown more conspicuous. The author asserts that the evils of trust management are the most important, and that how far they can be cured is now becoming evident. An unusually comprehensive and full index is an excellent feature of the volume.

The Citizen. A study of the individual and the government by Nathaniel Southgate Shaler, Professor of Geology in Harvard University and Dean of the Lawrence Scientific School. A. S. Barnes & Co., New York, 1904.

See extended notice elsewhere in this Magazine.

THE WORCESTER MAGAZINE

Vol. VII. MAY--1904 No. 5.

Magazine and Municipal Comment.
The Worcester Water Supply. II.
The Tramp Problem in Worcester.
The Urban School Board—President Eliot.
The Model School Board of St. Louis.
The Pilgrims of To-day—The Danes.
What a Board of Trade May Accomplish.
Foreign Travel and Study for Architects.

DEVOTED TO

Good Citizenship and Municipal Development

PUBLISHED MONTHLY BY THE BOARD OF TRADE
WORCESTER, MASSACHUSETTS,
U. S. A.

$1.00 A YEAR. 10 CENTS A COPY.

8 Front St. *Charbonneau* 8 Front St.

8 8 8 8 8 8 8 8 8 8 8 8

Men's Spring Hats

The business of selling cheap Hats is easy enough for a time, but not always. We would not be here now if we had ever tried it. We have been selling Hats in Worcester for fourteen years, and our hat trade increases every year. That's a good sign. It means that our old customers come back and that new ones are added to the list each year. Only good hats can do this. Come in—we'll be glad to show you.

Our new lines of Gloves and Neckwear for spring are the height of fashion.

8 8 8 8 8 8 8 8 8 8 8 8

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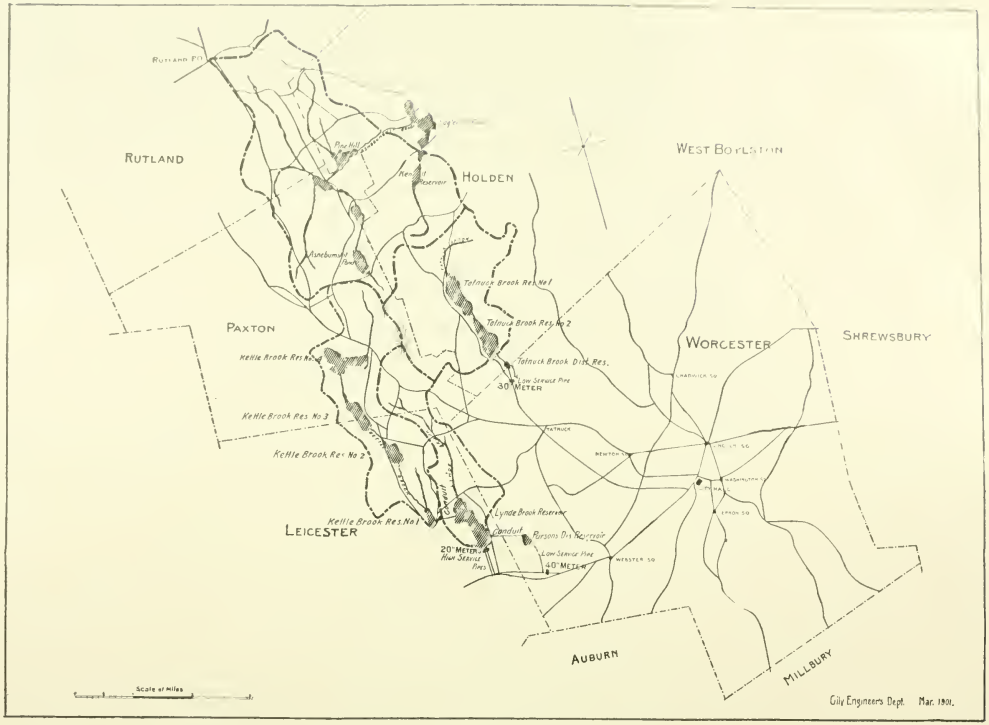

PLAN OF THE WATER-SHEDS AND RESERVOIRS OF THE WORCESTER WATER SUPPLY, WITH THE WATER-SHED OF THE PROPOSED ADDITIONAL SUPPLY FROM ASNEBUMSKIT BROOK.—The Worcester Water Supply, page 85.

The Worcester Magazine.

Vol. VII. MAY, 1904. No. 5.

This magazine is published by the Worcester Board of Trade. Its reading pages are devoted solely to municipal development, good citizenship and the business welfare of Worcester. Space in these pages is not for sale.

MAGAZINE AND MUNICIPAL COMMENT.

WHY MAINTAIN A BOARD OF TRADE?

The opportunity for or necessity of a board of trade in a modern American city is often debated. It is, of course, apparent that the historical function of a board of trade, that is, an opportunity for the exchange of products, is not now necessary, and in fact has wholly disappeared except in a few of the larger cities, and with reference to particular articles of merchandise. Some would make of the average board of trade merely a social organization, while others would confine its activities solely to the acquisition of what are known as "new enterprises." Theoretically, however, while neither of these functions should be overlooked, the most important opportunity of a board of trade now seems to be to represent the city, in which it is established, as an organic whole, and to bring to bear upon the questions which interest all the citizens the united judgment of them all. In other words, while the city government is the hand which executes, the board of trade, expressing the conservative judgment of the community, should represent the head which considers the broader needs and opportunities of the city.

What a board of trade full of vigor and alert to seize on such opportunities can accomplish for a city, is shown by the article published in this number, written by Mr. Frank Wiggins, the Secretary of the Board of Trade of Los Angeles, California, which describes what has been done by the board of trade of that city, and how a board of trade may further the welfare of all. The Los Angeles Board of Trade has put into practice this representative ideal of a board of trade, and aided by the ability and foresight of its secretary has enormously benefited the community of its establishment.

The Worcester Magazine desires also to express its indebtedness to "System" for permission to reprint Mr. Wiggins' article, as well as its admiration of the novel plan upon which its contemporary is established, and the excellent manner in which this plan is carried out.

SCHOOL REFORM.

One of the fundamental problems of modern municipal management is the question of educational methods. Many American cities, among which Worcester is unfortunately included, are still providing for the education of

their citizens by the same system of public schools which was adapted to the small towns of former days. This system, as is clearly pointed out in the extract from an article by President Eliot, published in this number of the Worcester Magazine, naturally fails to work well. The opinion of President Eliot is there expressed with reference to the governing body for municipal schools; its proper size, manner of election, and its functions or duties. President Eliot holds up the Board of Education of St. Louis as an example of an ideal school system, which is justified by its good results. The Worcester Magazine has, therefore, published in this number an extract from the report of the President of the St. Louis Board of Education, which shows both the methods employed and the manner in which the reform was obtained, as well as the encouraging results which are already apparent. Worcester in its present perplexity may profit by the experience of St. Louis, as well as by the advice of President Eliot in harmony with it, whose experience in the management of educational institutions is equaled only by the extent of his theoretical knowledge in regard to them.

The necessity of some change in Worcester is thought imperative by many of our citizens, whose opinions are entitled to respect, and it would seem the part of wisdom to consult expert opinion upon the subject, as suggested by the Mayor, as to what change, if any, is desirable, the opinion of the Common Council to the contrary notwithstanding.

WORCESTER TRAMPS.

The highest wisdom of the past could draw no more attractive picture of an ideal existence than that from which all care had been removed. To take no thought for the morrow was the most certain way of securing tranquillity to-day, and to follow nature, as it was expressed, was to abandon all solicitude for the future or provision for to-morrow's comforts. This, it was believed, was the rational as well as the natural method, and the famous example of the lilies of the field, which toil not, neither spin, seemed to add conclusive testimony to this reasoning.

But the nineteenth century has reversed this, like many another well-established and firmly-fixed belief of humanity, and the ideal of the present is rather society's demand from the individual that he justify his membership in it by bearing his part in its labors, and that he owes it a duty proportionate to his ability and his opportunity, from the performance of which alone he can gain true contentment. Hence has arisen the problem of the unemployed or of the tramp, by which is intended not the problem of furnishing work to those who desire it, but the problem which the present day sees in the numbers of men who have not work, and who do not want work. This tramp problem is discussed in a very able and interesting manner in this number of the Worcester Magazine by Mrs. Elizabeth R. Brownell, who has devoted much careful investigation to the tramp problem in Worcester; and in this consideration of the subject, which was presented by Mrs. Brownell to the Worcester Woman's Club not long since, especial attention is given also to the attempts at solution of this question by other cities, as well as the situation in Worcester.

The Worcester Magazine affords considerable space to this article, and commends it to the careful attention of its readers, trusting that Worcester may profit by the experience and example of other tramp-afflicted communities, and may do its part toward instilling in these parasites upon the body politic some idea of the necessity as well as the dignity of work, and the duty which they owe to society.

THE WORCESTER WATER SUPPLY.

II.

THE year 1875 brought added difficulties by the discovery of increased leakage through the Lynde Brook reservoir embankment, in the vicinity of the "pipe arch." The leak, while of considerable volume, does not appear to have occasioned much alarm, for we find that in the following March the reservoir was not only allowed to fill, but that the water was permitted to overtop twelve-inch flashboards in addition. Five days later, or on March 30, 1876, the dam was breached, and the city, with a population of 50,000 people, was in dire necessity for water. Without going into the details of the trials and anxieties of the next few months, it is only necessary to add that the dam was immediately rebuilt, and so far advanced before the season was gone as to be of partial service.

Due to the increased use of meters, the daily consumption of water appears to have been considerably reduced, and except to investigate and report upon possible sources of supply, little was done until the year 1881, when Legislative authority was procured to take the waters of Tatnuck Brook for the city's use. The low state of the reservoir during the previous months seems to have hastened this action, for we find in the report of the Water Commissioner for the year that at one time "only 18,000,000 gallons, or six days' supply, at 3,000,000 gallons per day could be drawn." The boilers and pumps that were erected at Coes Pond, which had been used in previous times of stress, were overhauled and put in order to run, but a copious rainfall averted the necessity for using them at that time. The following year a shortage of water was again imminent, only to be followed a year later by actual failure. It was during this period of trial, or the season of 1883, that the Tatnuck Brook was added to the city's water supply, and the dam upon that stream was strengthened and made suitable for its new service. Due to the rapid growth of the city, it was soon apparent that additional storage was required, but the recommendations for this work were not heeded, however, until the year 1892, when the storage capacity of the Tatnuck Brook reservoir was increased two-fold.

It is interesting to observe that during the nine years previous to this work the population had grown from 65,000 to 90,000 people. The effect of the increase in population was soon felt upon the high service supply, and in the two years after the work upon Tatnuck Brook had been completed, the Lynde Brook reservoir failed, making necessary the procuring of a temporary supply from Kettle Brook. This was followed in the year 1895 by the permanent taking of Kettle Brook by the city, and the immediate building of a conduit to divert its waters into the Lynde Brook reservoir. Since the taking of Kettle Brook there has been a gradual development of all the sources of supply, and to-day there exist in the general system seven storage reservoirs and two smaller basins used as distributers.

During the fifty odd years since the city controlled its water supply, the storage capacity of the reservoirs has increased from 30 millions to 2540 millions of gallons, and the number of water-takers has advanced from 258 to 122,286. The distribution system has increased from 5¼ miles to 185 miles of main pipe, and the number of hydrants from 112 to 1902.

The use of water has become more general than formerly, and is employed for a variety of purposes that were not in practice during the earlier days, but there is greater economy in the strictly domestic consumption of water than was the case many years ago. This is due entirely to the excellent practice of placing meters on most of the pipes, but the record is not as good as it should be, because of the

amount of unmetered water that is used. This is largely due to continuing an old practice of extending fire pipes wherever asked for, without being guarded by meters. Attention has been called to this condition from time to time, and from tests made by the Water Department it has been determined that improper use of water, in considerable volume, is being made in certain localities. The water for street sprinkling is also supplied without revenue to the city.

Since the year 1895 all the water entering the aqueducts has been measured, which has enabled us to keep constantly informed of the amount that is daily consumed. The following table will show to what an extent the consumption of water has increased during the past eight years.

Year.	No. of water takers.	Av'ge daily gallons.	Daily consump. per person.
1896	100,586	6,125,630	60.9
1897	103,702	6,083,916	58.6
1898	105,963	6,795,578	64.1
1899	110,773	7,632,428	68.9
1900	113,217	8,152,373	72
1901	116,064	9,013,785	77.6
1902	119,331	8,211,878	68.8
1903	122,286	9,687,173	79.2

During the eight years given, the number of water-takers has increased 21.57 per cent., while the consumption of water has increased 58.1 per cent.

I think it has been the history of many cities that the increase in population is followed by an increase in the rate of consumption of water, but in this city, where the use of meters is so general, I do not attribute the cause altogether to the additions to the system, but in a great measure to the unmetered fire pipes to which I have referred. While the amount of water consumed may appear large for a community like ours, it is, nevertheless, a moderate and economical use, and Worcester has the distinction of being one of the few cities in the United States that economizes in the use of its public water supply. It may be of interest, and perhaps I ought to further explain that the rate of consumption given in the table is for the total amount of water consumed for all purposes, a considerable part of which is used for other than strictly domestic convenience. The rate for household uses averaged last year but fourteen gallons to the person. The amount of water used in different localities about the city also varies very much, and ranges from about twenty-five gallons to the person in the better residential parts to less than ten gallons to the person in dwellings of the poorer class.

In the manipulation of the reservoirs prior to 1897, there was no way to regulate the flow of water into the low service pipes, so that one source of the supply should not be drawn upon beyond its proper quota to the daily consumption. At that time a new distributing basin was built in the Parsons Brook valley, with a new conduit through which the Lynde and Kettle Brook reservoirs should supply their proper amount of water for the low service use. This distributing basin was constructed at an elevation about sixty feet higher than its corresponding reservoir on the Tatnuck Brook, and on the conduit leading to the city were placed regulating valves, by which the normal pressure could be increased or diminished at pleasure. By utilizing a portion of this difference in pressure, the water from the Parsons reservoir can be forced into the city, and, on the other hand, if the pressure is reduced, the water from the Tatnuck system enters the conduits more freely. This arrangement provides an absolute control of the different systems on the low service supply, and in connection with the Venturi meters, which are placed on all the reservoir mains, furnishes both the requisite knowledge and means for intelligent operation of the system.

With regard to the total supply of water as it stands to-day the situation is not as satisfactory, in my judgment, as it should be. We have, all told, a net catchment area of about eleven and one-half square miles, with a total storage of 2540 million gallons. Under the ordinary conditions there is no occasion for anxiety, but it is the extraor-

dinary conditions that must be provided for, and which puts a very different phase upon the question. Very few people, indeed, give any thought to the water supply further than to go to the tap and draw whatever amount they desire, so long as the quality holds good and there is no restriction in its use. They who have occasion to view the several storage reservoirs, and observe their seemingly generous capacities, often wonder what possible need there can be for such a provision. They frequently fail to appreciate the reduced amount of water that may be expected in periods of low rainfall, and that the consumption must be largely obtained from the storage when such condition exists. Some of our catchment areas are small, and when we fail to get the ordinary precipitation of rain, the brooks dry up, and oftentimes the best of them do not furnish sufficient water to provide for the evaporation on the water surfaces. When we consider that during such periods the amount of the run-off often falls below one-half of the amount of water collected in an average year, it will readily be seen that if failure is to be guarded against a generous storage is a necessity.

These storage basins are the regulators, and are built for the very purpose of collecting and storing the water for use when little or nothing may be obtained from the streams. The amount of storage that should be given a catchment area is also one of limit, and this is another feature that often appeals to the visual notice of those who may visit the reservoirs in times of freshet. If water is being spilled or wasted at such a time, many naturally infer that the dam should be raised, that little or no water may escape. Let me say that if such a course was to be pursued, there would be periods of many years that the reservoirs would be below high water mark, with a consequent injury to the quality of the water by reason of the growth of vegetation on the exposed surfaces. This is due to the unequal distribution of the rainfall, and for this reason the storage should be so proportioned that the reservoirs should not fail to fill for too long a period at a time. Our own reservoirs are rather over-developed in this respect, as they are designed with the expectation of being below high water mark for a period exceeding two years, which is a sufficient length of time to cause considerable injury.

I believe our several sources of supply are developed to all that should be expected of them, with due regard to the quality of water to be desired, and therefore am of the opinion that to provide for the rapid and expected growth of the city, an additional catchment area should be added at once. The city has been greatly favored by having at its very doors excellent water sheds, so situated as to give one of the finest gravity systems to be found. Our high service supply is something that causes wonderment amongst those conversant with water supply systems, and fortunately there are still further additions that can be made without departing from the method of gravity.

The Asnebumskit Brook possesses about ten square miles of catchment area that can readily be brought in contact with our present system, and which will make a very material acquisition to what we now have. In the years to come the procuring of additional water will not be so easily or economically accomplished, but, fortunately, there are streams that can be utilized when necessity shall require. There are many matters of detail connected with the water supply of our city which I have refrained from touching upon, but from the hasty compilation of these few facts there appears one feature of prominence, and that is the frequency with which the city has narrowly escaped disaster by an insufficient supply of water. Water is the first essential to the welfare of any community, and it behooves our people to see that this great necessity is not lacking in quality or abundance at all times.

FREDERICK A. McCLURE.

THE TRAMP PROBLEM IN WORCESTER.

[A paper read before the Worcester Woman's Club, April 27, and revised for the Worcester Magazine by the author.]

ONE obvious advantage of the glacial period through which we have lived the past winter, has been our increased appreciation of home comforts; and, doubtless, all Worcester women have been led to more or less practical expressions of sympathy for those less favored. Possibly, on a zero morning, some fortunate one has looked across a faultless breakfast-table—just as she, with her family, finished their entirely satisfactory morning meal—to catch a glimpse of a greasy and ragged felt hat, on the head of a typical tramp, slouching past the eastern window on his way to the kitchen. Of course, he is repulsive, probably sinful, but he is cold and hungry, and while our comfortable matron does not rush out to make the acquaintance of her back-door caller, it adds to her comfort to think that kind-hearted Nora will supply his immediate wants; so putting her slippered feet on the fender, she takes up the morning paper, feeling that her day has begun well, with the blessing of the poor. But now her equanimity stands chance of being entirely upset by a headline like this, "Housekeepers are to blame for Hoboes!" explained by this: "Just so long as the tramp can play upon the sympathies extended to him at the back door, just so long will he thrive and prosper, increase and multiply!"

Those who heard Mr. Bardwell address the State Federation of Women's Clubs last February, remember his earnestly reproachful tones when, in closing, he begged the women not to permit the statement that "the hand which rocks the cradle is the hand which feeds the tramp," as though woman thereby demonstrated her utter incapacity to "rule the world," as has been the ancient and very chivalrous tradition.

Even the most self-centred and easy-going must have been asking of late, "What means this stir in Massachusetts, asking for state laws regarding cheap lodging-houses, and the measuring and registering of arrested vagrants? Just what is the Work Test? And especially, why does Boston send word to Worcester that the great tramp map hanging in the Civic League office demonstrates by its bad little red spots that the Heart of the Commonwealth fosters half as many hoboes in a year as does the Hub?" Of course, the inference of cold critics must be that the Heart treats Weary Willie not wisely, but too well.

It behooves us, therefore, to investigate and find if this be true, asking just how Worcester has dealt with vagrants, and what she can learn from other cities, which shall help solve her problem of how to eliminate the tramp,—the fact that it can only be done approximately, affording no excuse for indolence in the matter.

For our present purpose we need look back only a decade, as conditions were then at the worst. In the years '93 and '94 there was great financial depression through the country; philanthropist and philosopher gave of their best; city governments, boards of trade, and charity organizations evolved more or less successful schemes, to meet the emergency of the time, for there were thousands of unemployed, and an army of wayfarers and tramps. The wayfarer is described as an honest man out of work, seeking to earn his fare by the way, disliking charity, and hoping to secure employment. In hard times many such men must, perforce, degenerate into the tramp class, which desires charity and hates work.

Our city government, in the strenuous days of '94, left the entire respon-

sibility with individuals, while other cities, in all parts of the country, were establishing municipal lodging-houses and similar institutions intended to aid honest unfortunates and discourage vicious and lazy vagrants.

It was about this time that a very old idea came to receive tremendous emphasis under a new name, "The Work Test," which means: If a man will not work, neither shall he eat, nor shall he sleep beneath a roof, upon any sort of bed or even a board. With the work test is usually combined the *water* test, in form of a shower-bath, after which the man is given a Christian bed and clean night-shirt, then while he sleeps his often indescribable day garments are devitalized by fumigation.

Cities and towns apply this supreme test by providing a lodging-house or home worthy of a self-respecting working man, and also work whereby he can pay for what he receives. What could be more desirable? What more reasonable? A man without money applies for assistance. He is asked the cause of his distress; his invariable reply is "lack of work." He is told that work is ready and waiting for him; also lodging, food, and freely-applied water. The honest man accepts with alacrity, but the pure tramp—though resembling the lily only in that "he toils not, neither does he spin"—passes on, and passes on the word to his kind by some wireless telegraphy that the long-sought work is found. Then the town or city providing it is comparatively free from hoboes.

We are not surprised to learn that Boston established a wayfarers' lodge, with work test, as early as 1879. Chicago, Baltimore, Philadelphia, New Haven, Providence, followed, and in our own state, Lowell, Springfield and Brockton; also the towns of Sherborn, Palmer, Leominster and others announced five years ago that they were practically free from tramps, because they furnished compulsory wood-chopping, stone-breaking, street-cleaning, grading, etc., with food and lodging.

Worcester, the city where tramps can so easily congregate because of the many railroads, and to which wayfarers gravitate because of her many manufactories, has done nothing save provide a sleeping-place at the police station for any who apply, with crackers and city water free, no questions asked, and no limit stated as to the number of nights' entertainment.

But Worcester people have had opportunity to inspect the applied work test, in a small way, within their borders. For ten years, beginning about the time of our last business depression, the "Welcome Mission" struggled with the tramp problem with considerable success. The Mission was unsectarian, and the methods were fully up-to-date; the number of men cared for varied from twenty to one hundred at a time; work, water and soap were compulsory, and religious services optional. The number of lodgers at the police station decreased; some degraded, discouraged men were restored to self-respecting citizenship, and some young boys, rescued from the clutches of veteran vagrants, were ultimately restored to their homes. The Mission sent out men to work by the day, and permanent employment was frequently found; a wood-yard was equipped from which 4000 baskets of wood were sold in one year; potatoes were raised for market, on land loaned by Mr. Salisbury; but Welcome Mission was not self-supporting, sufficient funds were not forthcoming, and three years ago it gave place to the American Volunteers. Near by, on Southbridge Street, the Salvation Army has this year taken a building. These organizations are the only ones which pretend to care for tramps at present, and for this reason, if for no other, should claim attention. Not every one knows the fact that the Salvation Army carries on one vast continuous rummage sale, where one may find genuine antiques! This sale is fed by the house-to-house gatherings of cast-away articles and garments, to which we are all asked to contribute; repairs

and sortings are made by men in rooms back of the Industrial Store, as it is called, and the poor, buying at very low prices, help the institution, and are helped. Any man applying at any time for food or bed is cared for, if he will comply with the rules, which are but insistence upon work, and water, externally and internally. Both the Army and the Volunteers have, beside the institutions named, workingmen's hotels, so called, which are low-priced but respectable lodging-houses. Both claim to be self-supporting. This means that the state of their treasuries limits the number cared for, and is not equal to the demand. However, the only official report of tramps and vagrants entertained in Worcester, is that sent from our police records to the State Board of Charities. From this we find our highest number, 11,462, in 1898. Since then our guests have diminished with increasing prosperity, till in the year closed last November, 4011 applied to the police for lodging. That these figures bear a small proportion to the whole number in town would, doubtless, be evident could we have any reports from the cheap lodging-houses.

But what are the attractions of the police station? We all must have curiosity as to that important public institution, but probably few of us have improved our privilege of inspecting it. Should any go, they will find mid-day a good hour. The officials are very courteous, and the matron cordial. They will exhibit and explain all parts of the building. All are interesting, but the tramp-room, which may be like those in other city stations, seems to us unique.

This room is about twenty feet square. The floor is cement, the walls fire-proof. There is one piece of furniture filling the room, save for space to walk about it on three sides; this piece of furniture is the "couch," a wooden structure resembling a flattened roof, each side being about fifteen feet by six; upon the opposite sloping sides of this the men sleep, their feet toward the eaves, a foot above the floor, their heads toward the ridge-pole, which is elevated enough to make a pillow unnecessary. There are no covers; the place is heated; fortunately, it is also ventilated by an immense fan.

We were told by the officer escorting us that he had seen eighty men in this room on cold nights, all more or less intoxicated. It is hardly necessary to say that there are no rules, and no officer is detailed to keep order. This, probably, is the charm of the place.

As the men, so called, come in and go out, they may avail themselves of the good cheer furnished by the water-faucet and the cracker-barrel, but the latter is usually neglected. They can do better outside.

Thus Worcester cares for its tramps at a cost of a fraction of a penny each, and goes upon record as spending less per head than any town in the Commonwealth. It might appear to some that our philosophy as to tramp treatment, was that of Mr. Dooley in regard to primary education, "I don't care what ye teach thim, so long as it is onpleasant to thim," but, evidently, it is not "onpleasant to thim," for the apartment described could hardly hold more than eighty men on the horizontal, even if there are one hundred and eighty square feet of couch, and, according to the police record alone, Worcester harbors more vagrants in proportion to its population than any city of Massachusetts.

Five years ago, in a report of the State Board of Charities, our city was held as a horrible example before a state conference, we reporting one tramp to every nine residents, while, during the same year—it was that of our greatest number—Boston had one tramp to twenty-one; Springfield one to thirty-five, and Lowell, one to forty-four inhabitants, each of the cities named having a work test.

Is it not possible that the department which exists to arrest, and either reform or punish criminals, may be going far toward promoting lawlessness and crime?

Several years ago an address on the tramp question was given by a college professor, who had a great command of language. He called the subject of his discourse "a lazy, shiftless, swaggering, ill-conditioned, irreclaimable, incorrigible, utterly-depraved savage!" Evidently for such is the room on Waldo Street prepared, and such are sent out every morning to prey upon the town.

One other institution is more popular with the hobo than the police station, and that is the five and ten cent lodging-house. We have not inspected this, or these, for how many there are, no one in the city knows, and of what sort they are we can judge only from a few instances, for until lodging-houses are licensed, the building and health authorities, or the police, have no right to inspect, unless complaint is made. There has been nothing to prevent any person from hiring the most dilapidated, unsanitary building, and packing it nightly with any sort of people who can pay a nickel or a dime, according to accommodations. We are told that often ten cents will pay for an excelsior mattress shared by two, and five for space to sleep on the floor. A tramp can not understand his business if, at night, he has not five or ten cents to give him entrance to such a place, should he prefer it to Waldo Street. However, thanks to the efforts of the Committee on Tramps, appointed by our Massachusetts Conference on Charities, the law which has so well served Boston for the past ten years, is to become a state law, which will require all cities of over 50,000 inhabitants to license, without fee, only such houses as are furnished and conducted in accordance with a set of rules requiring what is decent, safe and sanitary.

When the cheap lodging-house is under control, a tremendous obstacle is removed from the path of our improvement, and Worcester may yet retrieve her reputation by joining the national movement toward reducing pauperism, vagrancy and crime to a minimum. There is always one advantage in not being first to join even a good movement—we profit by the experience of others, though when we find ourselves from ten to twenty-five years behind, the amount of experience accumulated may prove a little bewildering.

Last May, when the National Conference of Charities and Correction met at Atlanta, the tramp question had its full share of discussion; after hearing reports and addresses from all parts of our country, the conclusion of the whole matter was that vagrants must first and mostly be dealt with in cities, their places of rendezvous during the cold months; that of the many cities reported, Boston had the best method of treatment now in operation, so we are interested to know just what it is, and how introduced.

We find that in 1879 Boston formed its Associated Charities' Organization, consisting of delegates from the various charitable societies, and from the Overseers of the Poor. This was housed in the Charities' Building, on Hawkins Street, previously erected from private funds; the same year a Wayfarers' Lodge was authorized by the City Council, and a building near the Charity Building was furnished and equipped to provide clean beds and nourishing food. A wood-yard of 5000 feet area was subjoined; here both the work test and bath test were and are still rigorously enforced.

After several years it was estimated that sixty per cent. of those applying for lodging had been honest wayfarers seeking work, thus given a chance to live decently till permanent employment was found. This alone justified the experiment. Gradually the police ceased to house tramps, sending them to the Lodge. It is now ten years since any have been taken at the police station. The Associated Charities send all tramps to the Lodge; all housekeepers do the same by means of cards supplied by the Association, a coupon being given the applicant directing him where to apply, while a blank is expected to be filled

and mailed to the Association, explaining and asking for investigation of the case sent.

Boston also discovered the evil of cheap lodging-houses, and, as we have seen, put them all under rules and inspection in 1894 by requiring licenses from the Police Board.

Chicago, also commended by the National Conference, has a municipal lodging-house, from which men are sent to work on the streets. The same is true of Syracuse.

Springfield started a Wayfarers' Lodge, with wood-yard, nine years ago. This is in charge of the Overseers of the Poor, and, on the average, has been self-supporting. The expense of inaugurating was entirely from the city treasury, and the tramps recorded have been reduced from 15,000 to 1000.

New Haven reported through a newspaper correspondent last winter that the tramp problem had been solved there, and that the agent of their organized charities had been called to Washington, to Hartford, and to New Rochelle, for the purpose of teaching those cities how to start municipal lodging-houses.

New Haven's lodge is located directly between the Organized Charities Building and the police station; each holds a key; the police send applicants to the Charities till late evening. The water test is applied at night, and wood-chopping test in the morning. The former is complied with or the lodger does not lodge; the latter, or he is arrested as a vagrant, and goes into the police station. This institution also is said to be nearly self-supporting, and New Haven is deserted by the lowest class of tramps, while its police station is relieved of a condition so unbearable that its officers had begged to be protected from the dirt and disease brought by vagrants.

These are instances sufficient to illustrate what may be done. Now there is one Scripture injunction the hobo never fails to heed, "When they persecute you in one city, flee ye to another." It is plain that all cities and towns must join the anti-tramp union, in self-defense; that the number of vagrants is decreasing all through Massachusetts is because so many towns are employing the same methods, and, as we have seen, this is not only a state, but a national movement.

Although by some the objection of expense might be urged against these new methods, which are undoubtedly more expensive to maintain than the present ones, it is well to consider on this point what Mr. Lee of the Massachusetts Civic League says, "To the ultra practical mind it seems a cheap way to put tramps up in the police station without work, but this omits the contribution of the tramps to the cost of the police; it omits the taxes for support of county prisons, state farms and state almshouses; it omits the cost of meals handed out at the back door; it also omits the cost to the tramps themselves. Here is a road by which thousands of our fellow citizens are traveling toward moral degradation. It is the part of statesmanship to shut such doors as that, and against the cost of shutting them to reckon the cost of leaving them open."

Our Worcester Associated Charities as an organization does a great work among the needy in their homes, for people who belong to our city and are well worth helping. The Association has not taken up tramp work, because neither the state of its treasury nor existing conditions have warranted so doing, but if the city provided a municipal lodging-house, with work, and we furnished moral support and material assistance, the Associated Charities could constantly co-operate with the Overseers of the Poor; then experienced and trained workers would investigate, advise and assist in finding employment, or committing to state institutions. When these conditions are provided, every housekeeper can give each back door applicant a card, directing him where he can find exactly the kind of help he needs, for the woman who bestows a meal from her kitchen gives not too *much*, but too

little. The indiscriminate giver is but the quack doctor practicing contrary to established rules of cure. It is not charity for a layman to prescribe remedies when a trained physician and hospital are at hand.

Worcester is up with the times in projecting a Consumptives' Home, but does she not need even more, the equipment with which to fight vagrancy—on the same principle as tuberculosis—by providing conditions in which the germs can not thrive?

ELIZABETH R. BROWNELL.

THE URBAN SCHOOL BOARD—PRESIDENT ELIOT.

[The following is an extract from an address given by President Charles W. Eliot before the Public Education Association of Philadelphia, which was revised by the author and published in a recent number of the New York Independent.]

THE fundamental question is the constitution of the school board. How should a board of education be constituted? In general, the school committee or board of education in American cities to-day is the outgrowth of conditions which existed when the cities were small towns. The small-town method, of course, fails to work well, as is perfectly natural.

Let us, then, start with the question of how many persons should the board of education consist? In the first place, it should unquestionably be a small number. To my thinking, the perfect number is seven. Let me use an actual case in illustration, for I want to deal with facts—with things achieved. I have belonged for thirty-five years to the oldest educational board in this country, the prime governing board of Harvard University. It is called "The President and Fellows of Harvard College." It consists of seven men; and I believe I am justified in saying that its achievements commend it as a safe example to follow. It has had more than 250 years of successful experience, and the results of its labors are in plain sight. It is better to have an odd number of members; because, as a rule, the deciding number is larger by one when the number of members is odd. A satisfactory board can, undoubtedly, be made up of seven, nine, or eleven men; because we already see good boards organized with those numbers. Seven is ideal, because seven men can sit around a small table and talk business in a conversational manner. They can talk together in a quick, simple, direct way, with absolutely no oratory, and no talking to the gallery or to reporters—just plain, business talk, with specific proposals in view, and under the guidance of a chairman who knows the business and urges it on.

How should this small board be selected? There may be cities in which appointment would be safer than election, because the method of election has long been used with bad results; but I should say that, in general, slow replacement by election at large had proved to be the safest and most acceptable method. We have had various experiences on this subject in our country; but out of them all has emerged this best way—election at large, one member at a time or two at a time, and each member re-eligible once, but not more. If we imagine a board of seven men, in a city where municipal elections take place every year, one member will be chosen every year, and each man will serve seven years, and be re-eligible for another term of seven years, making fourteen years of continuous service. Then should come a break in the member's service. The break is expedient,

however much the city wishes to re-elect a man whose services have been very valuable. The majority of the members every year should be men of experience in the business of the board, and that result will be secured by the long term of service. It may be desirable to re-elect a man for a third term, but there should be a break of at least one year before he is so re-elected.

The next question about a school board is, what its functions or duties should be—what it should undertake to do. The ideal board of seven men should, in the first place, decline all executive service. Nothing executive should be within their functions. It should be their work to determine the general policy of the school system. They should create and fill their own executive offices, direct expenditures, and settle questions that arise in the carrying out of their policy. I know by experience that these occupations would be quite enough for any board of education. They would take as much time and thought as an unpaid board should be expected to give to the city. This limitation of function would be a new departure for most American cities. Most school committees attempt to perform executive functions through sub-committees on high schools, books, supplies, teachers, janitors, and so forth. Thus, Boston has a school committee of twenty-four members, which divides itself into numerous sub-committees, all of which attempt executive functions. This is the traditional method. Now, it is obvious that even a well-chosen, fortunately-constituted school committee will probably contain no experts on these difficult matters. Let us take the average sub-committee on books as an example. The sub-committee on books ought to know what books are used in the schools, what better books are needed and why, and what books are on the market. They ought to be able to understand the wishes and needs of the teachers in regard to the books they are forced to use. I should think a city unusually fortunate whose sub-committee on school books consisted of a banker's clerk, a blacksmith, and a wholesale grocer, none of which estimable callings can be said to fit a man for the difficult function of selecting text-books for schools. It would be as rational for a city to confide to such a committee the building of a bridge, or the laying out of a park, or the superintending of its hospital. In these days all executive work should be in the hands of experts. The man who ought to direct the purchasing of books for a city's schools is the man who comes in contact with teachers, school children, and school books every day of his life.

The first duty of the new school board is to appoint its chief executive officers. How many should they be? St. Louis has shown the way. There should be four executive officers: first, a superintendent of instruction; secondly, a superintendent of buildings; next, a superintendent of supply; and, lastly, a superintendent of finance and accounts. Each of these officers should report to the board at frequent intervals, and should prepare an annual report of his work, to be printed and distributed to the public with the annual report of the board itself. I need not say that every man should be an expert who understands thoroughly the particular business he is going to do. In regard to this organization St. Louis has shown the way. They have had several years' experience of this system, and its good results are conspicuously in evidence.

THE MODEL SCHOOL BOARD OF ST. LOUIS.

(The following is an extract from the report of Mr. John Schroers, the president of the Board of Education of St. Louis, January 1, 1903, and describes the excellent results obtained in that city under a rational and efficient system of school management, which has received the endorsement of President Eliot, of Harvard University. The present Board of Education under the new charter was first installed in May, 1897. The previous year there had been a deficit of over $40,000 in school finances under the old methods. During the years from 1897 to 1902, over one and one-half million dollars were expended in the erection of new buildings, and about one million dollars are expended annually for the salaries of seventeen hundred teachers. In addition to the regular school buildings, twenty-one portable houses, consisting of one room each, are in use to furnish school accommodations for the one hundred and fourteen thousand persons attending school in St. Louis.)

I believe that I am not guilty of presumption when I congratulate the people of this city upon a wisely-organized and, on the whole, well-managed public school system. The progress that has been made has come about through the adoption of a better charter and school laws, and therefore finds its cause and source ultimately in the highest power in the state, the will of the people. It is a matter of record that at the time immediately preceding the adoption of the new charter, the administration of the schools was creditable neither to the intelligence nor to the patriotism of our city. Political barter and the influence of the ward politician of both parties were in constant evidence, and the schools suffered both in their conduct and in public esteem. A change has been brought about since that time, and the government of the public schools under the present charter has, I believe, the sympathy of all the citizens of St. Louis, regardless of social classes or party affiliation, and their support in the past five years has been a source of great strength to the public schools. The credit for this change in administration which redeemed our public schools, is due solely to the people themselves. It was through their efforts, and through the public sentiment of the city, that a number of patriotic men of every political party, and of the highest standing in the community, obtained from the Legislature a new charter, through which ward representation was abolished, and such safeguards were placed around the administration of educational affairs that the schools could not longer be used for political purposes, and once more the position of school director became one of honor.

The new charter was drafted by a number of public-spirited citizens, who, in furtherance of their task, made the administration of school affairs in other parts of the country a matter of special study. It was based upon the application of the previous experience in our own and many other of the large American cities. Features of school laws and plans of administration, which had been tried in different places and stood the test of practical experience, were carefully sifted, combined and systematized. The result of this study of educational conditions was the charter which governs the schools of St. Louis to-day, and which, no doubt, embodies the best experience in the line of school administration in the country. After the draft of the charter had been carefully discussed and revised, and after it had received the sanction of many citizens interested in the work, it became important to obtain the support of the public sentiment for the proposed law. The self-evident merits of the same were a great help. It must be said, to the great credit of all the newspapers of the city of St. Louis, that, without distinction of political tendencies, they made the proposed charter a matter of public discussion, and called forth expressions of opinion on part of many of the people of our city, which were considered and utilized.

The present charter has proved sat-

satisfactory to all our people. Through its adoption the General Assembly of Missouri has given to the city of St. Louis the inestimable blessing of an economical, pure, efficient administration of the public schools.

The essential point of the present charter is that it fixes responsibility. It places the entire administrative responsibility upon officers elected by the board and subject to removal for cause. These officers are given exclusive authority over their departments; their actions, however, being subject to the legislative direction and the approval of the board. All employees, teachers, janitors, office clerks and the like, while selected and nominated by the heads of the departments, are subject to the approval of the board, which makes the appropriations for expenditure of money upon the estimates furnished by the heads of the departments. The heads of departments are constantly supervised by committees of the board, appointed by the President, with the approval of the board.

THE PILGRIMS OF TO-DAY—THE DANES.

One of a series of articles on the different nationalities in Worcester.

MYSTERY envelopes the origin of the Danish people. That they are of very ancient stock and lineage does not admit of doubt. But what that stock, whether Goth or Finn, can not be definitely determined. There are remains of weapons of war and peace alike in stone, and bronze, and iron, which go to show that Denmark was very early inhabited. In the beginning, the people must have been semi-barbarous, corresponding to the stone age, or the use of weapons and domestic utensils carved out of flint. Discovering copper in such a form that it could be hammered into shape for similar uses, they passed on and up into a higher grade of civilization, which is properly called the age of bronze. Finding iron ore, and learning how to utilize it, they rose a step higher and made further advance towards civilization in an age of iron. How long these separate and dimly-defined periods of pre-historic existence lasted can not be told. But it is probable that they included centuries of very slow development.

But that development must have been of what was in the beginning good material, and itself one of solid and substantial progress, for we find later on what has been styled the heroic age, of which the Sagas, a sort of mythological lore, speak. It was the age of the Vikings, a hardy, bold, daring people, who grew up on the border of the sea, inured themselves to its dangers, and became skilled in the then crude art of navigating. They seem to have got their living by a kind of piracy, and made frequent incursions to Scotland and England, 400 miles distant, carrying off booty almost unmolested, so much were they feared.

The earliest recorded history of the Danes begins its chronicles well along in the eighth century. At first they seem to have been divided into two orders, freemen and serfs. The government was wholly patriarchal, the father being the head of the family. Then a few families formed themselves into tribes, each with its chieftain. In this way grew up many petty states, at the head of which were kings succeeding the chieftains. But near the close of the eighth century they were all united under one man bearing the name, "Gorm, the Old." Under him and those succeeding him the newly-constituted nation made rapid forward strides, and at length fairly leaped into wide supremacy. For under Canute the Great, early in

the tenth century, not only were Sweden and Norway under Danish rule, but its dominion was extended by conquest over England, and Canute was its sovereign until his death. Though this supremacy did not last long, it serves to show that very early in their history the Danish people exhibited qualities of a very high order. For such conquest and supremacy could not have been achieved, no matter who was upon the throne, unless the people were possessed of a high degree of intelligence, self-reliance, self-mastery, coupled with courage and daring, and were, withal, patriotic and self-sacrificing for their country's advancement.

Had their kings who succeeded this notable sovereign, Canute, been his worthy successors, and as wisely wielded the scepter of government, they would, no doubt, have longer held what they had gained and so changed very materially, perhaps, the current of history for that great nation, which is for us our mother country, instead of leaving little impress upon it, and that not lasting.

As it was, they lost what had been gained, and were reduced to a position of subjection, for a brief period, to Norway. But in the latter part of the thirteenth century their greatest king, Valdeman III, dying, left two daughters, one of whom, Margaret, was married to the King of Norway. He, dying, left her the sovereign of both Denmark and Norway. She seized the opportunity thus afforded of making a conquest of Sweden. So Denmark regained and held, under Margaret and her successors, for quite a long period its former supremacy of Scandinavia. At a later period both Sweden and Norway passed from under its dominion, and within the present century Germany has sliced off a large part of its territory with which to build up its great empire.

Although its government under its earlier kings was almost an absolute monarchy, it is now, and has been for a long period, far more like a republic, having its two legislative bodies, the upper, called "Landsthing," answering very much, both in its make-up and functions, to our own Senate, being an elective body with the exception of twelve of its members, who are appointed by the King for life; the lower house, named "Folkething," quite resembling our House of Representatives, the machinery for the popular election of these two branches being quite similar to that practiced by us. The government, therefore, at the present time is very largely by the people themselves, which is characteristic of all the Scandinavian countries, and the better fits those who come to us for entering upon citizenship in this land of their adoption.

Christianity, as a factor in shaping the character and development of the people, came in early in their history, being introduced in the time of Charlemagne. But it was not fully established and made pervasive until the brilliant reign of Canute the Great, who, in connection with the ecclesiastics of the Roman church, propagated its doctrines through all the land, built churches, founded monasteries, and in other ways gave it firm footing and a strong hold upon the people. When, in after time, the Roman church began to lay too heavy burdens upon the shoulders of the people by way of exacting money for its support, and upon their consciences also, by its religious intolerance and tyranny, they were quite ready to hail the Reformation under the lead of Luther. So in the sixteenth century that movement drew after it almost the entire population. The Lutheran church became the church of the state, and it has remained so ever since, although it has ceased to have that hold upon the hearts of the people that it once had, and their relation to it is rather formal than vital.

The very face of the country, its soil, climate, situation in close proximity to the sea and countries beyond, giving it ready marketing for its products, together with its Christianity and government, have wrought in molding the character of the peo-

ple are determining their manner of life. They are rigidly divided as to employment into two classes—farmers, including those having to do with marketing in their behalf and so depending upon them, and those belonging to the various professions comprehending such as hold government positions. The land is level, fertile, well-watered, easy of tillage, and hence well adapted to pasturage and grain-raising. Every householder has his holding of a few acres, which he knows how to till so as to get the most possible from them. This mode of life under such favorable circumstances has developed in them an independent, self-reliant spirit, and yet at the same time a neighborly, even brotherly interest in each other, which has bound them close together and made them lovers of their fatherland.

At the same time they have been careful to make ample provision for education, even introducing compulsory education into their common school system. There is, in consequence, a rare degree of intelligence among them, with its refinement and culture. Scarcely will one find a person among them unable to read and write. Though not rich, they are comfortably well off. As one of them said to a traveler among them, "We do not have much money, but we do not need to spend much." They are, in consequence of these conditions appertaining to their every-day life, contented with their lot, honest in their dealings with one another, law-abiding, self-respecting, of pure morals and of sterling worth. Their cities, even, are moral in their characteristics, as would naturally be expected, because built up by people from the country, and so largely in their interest. City residents, having so much to do with those from the country, and being so dependent upon them, are preserved from affecting a superiority over them, or priding themselves upon the same.

That this people are not at all deficient in the higher forms of civilization and culture, notwithstanding these rural characteristics, is sufficiently attested by the fact that Denmark has given birth to a notable company of historians, scientists, theologians, poets and artists in music, painting, statuary and architecture. A people that has produced a Thorwaldsen, and at the same time given him such high appreciation, as their splendid collection of his works in one of their museums proves, and also has given birth to that prince of novelists, Hans Christian Andersen, whom it has commemorated by a characteristic statue erected in one of the parks of their capital,—such a people can not be rated low in the scale of intellect or culture. Though they have not given to the world such a marvelous national epic as the "Kalevala" of the Finns, yet they have a rich store of songs and folk-lore, in which are gathered the legends and myths of their pre-historic age. They have treasures of art also in their museums, and of architecture in their public buildings and churches, which easily enables them to take rank in this regard with other and more favored countries.

We have reason, therefore, to give a hearty welcome to those who have come to us from the cities and villages and rural districts of this sea-girt land of the far North. A recent writer, in speaking of them, as they have fallen under his observation in one of our western states, says: "If a bold peasantry, contented and happy in homes of their own, is the hope of a nation's perpetuation, the United States needs not regret the coming of the descendants of the Vikings. Their conservatism and love of order may not form a large part of the balance wheel of American society, but they constitute a part that it is safe to say will not fly to pieces in any ordinary trial." They are well prepared, by reason of their participation in the affairs of state in the homeland, for an intelligent and fair-minded citizenship among us. They are characterized by a commendable thrift and economy, which enables them, though coming to us poor and penniless oftentimes, quickly to acquire property. Young farmers in

many instances arriving in the West without a cent to begin with have become owners of the very farms on which they toiled as hired hands. There are in this country, by the census of 1890, about 154,000 Danes, largely farmers, located in our western states.

We have in our own city from 250 to 300 Danes, who have only to be known to be highly esteemed and warmly welcomed as a valuable contribution to our body politic. They have the making in them of some of our best citizens, as soon as they become familiar with our language and our American ways, and their children have grown up under our free institutions to take their place with our children in the future administration of municipal affairs.

ELDRIDGE MIX.

WHAT A BOARD OF TRADE MAY ACCOMPLISH.

[Reprinted from "System."]

LOS ANGELES is not a large city, having a population of about 135,000, but the Chamber of Commerce comprises 1300 members—a proportion of about one to every hundred people—and may be called a representative body, embracing as it does persons in nearly all branches of commerce and industry, in addition to the financial element. The interest of the great majority of the members is passive—that is, they ratify the work of the various committees and the officers of the Chamber, who are appointed to act for them, in order to distribute the labor generally, and so divide it that it can be given prompt and thorough attention. When it is stated that the Chamber looks after general business interests, watches the chances for new commercial opportunities, notes legislation which may be of benefit to the city, such as appropriations for improvements and the effect of tariff changes, collects statistics of the growth of the city, arranges entertainments for men of prominence who may be visiting the city, as well as conventions, and agitates local public improvements, an idea can be gained of the diversity of its activity. In addition, however, it publishes a large amount of literature annually in the way of pamphlets, advertisements in magazines and newspapers, and has a very extensive correspondence, answering the letters of inquiry, which aggregate sometimes one hundred a day.

As has been noted, there is an opportunity to classify the work, and enough committees are appointed to separate it as stated. For example, one committee plans carnivals and other entertainments for distinguished visitors, another endeavors to secure reduced rates of transportation on the railroads for members of societies which may convene at Los Angeles. It is the exclusive business of another to study any openings for a particular industry, and endeavor to secure the establishment of such a plant. The committee on statistics is one of the greatest importance, since the prospector and investor believes that figures form the best facts and that he can get "a line" on the condition of a town by analyzing the data of what it has accomplished. Realizing that the city should be outwardly attractive, men are designated to look after such features as parks, boulevards, paving and sewerage, who can give the necessary time and attention to these subjects. Another committee keeps a lookout for national gatherings of religious and other societies, with the

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view of obtaining as many of these as possible, not only on account of the money which they expend in various channels while in the city, but for the extensive advertising which they unconsciously give Los Angeles.

Such are some of the ways in which we have systematized our activity, but the value of system in other methods of promotion has been realized. For example, the Chamber maintains a miniature exposition of the products of the section of which Los Angeles may be considered the metropolis. This has been enlarged from time to time, until the displays of fruit, grains, vegetables, ores and other articles require an area of no less than 20,000 square feet. But, as far as possible, they are arranged to attract the eye, not piled in the apartment promiscuously. We have tried to make the exposition appeal to the eye for its novelty and beauty. Thousands of ears of corn are piled so as to represent a single mammoth ear. Gigantic bottles of wine are formed by arranging smaller bottles in the proper shape. Pictures and mottoes, formed of grain, fruit and nuts, adorn the walls of the building. If the visitor is a farmer who wishes information about how much wheat or corn can be raised per acre, or a prospective fruit-grower who wants to know the cost of planting and cultivating a peach orchard, all of the data have been compiled and arranged in pamphlets which are at hand. As far as possible, placards are attached to the various exhibits, which show the quality and quantity of each product, where it grows in greatest abundance, the quantity which can be raised per acre, and the results attained from its sale. Year by year we add anything which we think will make it attractive, and the display has been pronounced by experts to be without equal in the country. Besides this, we are always represented at expositions throughout the country, such as the Pan-American and the fair to be held at St. Louis. A few years ago we sent out an exhibition of what California will produce, on a special train, which was shown to over a million people. In addition to the collection at Los Angeles, the Chamber maintains another at San Francisco, in order to attract tourists to that city.

Such are some of the reasons why the Chamber of Commerce has received no less than 150,000 letters during its existence, sent by persons who have become interested in Los Angeles or the vicinity. Each of these inquiries receives special attention, and whenever necessary we pay the postage on the reply. If the writer wants to engage in business, we give him an idea of the lines which might be most profitable. If he wants to know how we have increased in population and commerce, the figures are at hand to furnish him without delay, for all such data are carefully classified and prepared, ready to be sent out at a moment's notice. In fact, the correspondence bureau has been so systematized that it is an encyclopedia of knowledge pertaining to Los Angeles, as well as central and southern California. To sum it all up, we do not take up any plan haphazard. Every detail is carefully thought out and worked out as systematically as possible, for we believe that only by method can we obtain the best results.

Such is the brief outline of the system which has developed Los Angeles, not only increasing its population, as already stated, but its commerce, industries, and its importance as a financial center.

And statistics show that the business of the community and vicinity has more than doubled in three years.

FRANK WIGGINS.

FOREIGN TRAVEL AND STUDY FOR ARCHITECTS.

THE advantages of foreign travel and study to any one are sufficiently obvious to need no argument. With the accumulated art treasures of all the ages on every hand, exerting their broadening and refining influence, whether conscious or unconscious of it, no one can be indifferent. But to the architect his experiences amid such surroundings are of supreme importance, for his art is the sum and culmination of all the arts, and he draws fresh inspiration at every turn. The improvement in our architecture within the last thirty years is very apparent. As a most notable illustration we may cite a comparison between the Centennial Exhibition at Philadelphia in 1876 and the Columbian Exhibition at Chicago in 1893. In the former the exhibits in the buildings were a revelation to our people. The housing was scarcely more than a mere boxing for protection from the elements. In the latter, with its almost infinite wealth of exhibits, the architectural display was the greater part of the exhibition, and was well worth the visit for that alone. Beautiful as a dream, it was an architectural realization of such splendor that, though transient, it can never be forgotten. The result of new impulse is noted here and there in shining examples among the myriads of the commonplace and bad. The leaven is working—a higher standard is set, towards which there is general advance that must bear fruit in the future, in better things, both in public and private buildings, due to the higher degree of education of our architects, to which foreign travel and study have largely contributed.

Recognizing these facts, the above reflections are suggested here by a very interesting smoke talk, which Architect C. H. Blackall of Boston gave on the "Rotch Traveling Scholarship" before the Worcester Chapter of the American Institute of Architects, at the Board of Trade rooms, on the evening of Friday, April 15, of which the following is a general synopsis:

Systematic instruction in architecture was almost unknown in this country until within the last third of the century just closed. During this period architectural courses have been established in several of the institutions of higher learning scattered through the country from Massachusetts to California, beginning with the Massachusetts Institute of Technology, under Prof. William R. Ware, who was afterwards called to Columbia College, New York, to take charge of the architectural department in the School of Mines there. As another line in architectural education, it had been for some time the purpose of Benjamin S. Rotch, a wealthy citizen of Boston, to establish a traveling scholarship for architectural students, but his death occurring before he had done so, his known wishes were carried out by his heirs, who gave a trust fund of $50,000, the income of which is devoted to maintaining two students abroad for two years each, and from time to time making publications of their work. The management of the scholarship, including the selection of the beneficiaries and the direction of their work, is placed in the hands of the Boston Society of Architects, and by the Society delegated to a permanent committee of the membership. Mr. Blackall, the first to receive the scholarship, was sent to Europe in 1884, and examinations are now progressing for the selection of the twenty-first man. The only restrictions as to eligibility are that all candidates shall have worked two years in an architect's office in Massachusetts, and shall be under thirty years of age. A preliminary examination of candidates

a field upon the subjects of the history of architecture, building construction, and the French language. Those who pass in these subjects satisfactorily are then given an architectural problem to work out, and on the relative merits of the designs the final selection for the scholarship is made. A programme is given out and the candidates are required then and there, after a few hours' study, to submit a rough tracing of a design which they are to work out in finished drawings and submit later, two weeks being given for this work. The man who secures the appointment submits to the committee a general statement of what he proposes to do abroad, receives from them such advice and suggestions as they see fit to give, and is then left free as to his course, except that certain periodical reports are required and certain careful drawings from measurements of some architectural monuments of noted excellence or interest.

Heretofore, the candidates have all been from Boston offices, but there is no reason why men from other parts of the state should not enter the lists, and they are urged to do so. The discipline of the examination is, in itself, worth the effort, even if the coveted prize be not secured.

It is the natural supposition that the benefits of the foreign study of these picked men would accrue, especially to Boston and Massachusetts, but as a matter of fact their influence is widely spread over the country, as they are free to settle anywhere that they choose on their return, and they select widely-separated fields of labor. Neither are the scholarships given to Massachusetts men only. The candidates come from all parts of the country to work in a Massachusetts architect's office, some with a previously settled purpose to carry off, if possible, the coveted prize.

Other scholarships of a similar character have since been instituted, so that now each year there is an accession to the profession of architecture of a small corps of men who have the special attainments which only study abroad can give.

S. C. E.

BOARD OF TRADE NOTES.

[Reported by the Secretary.]

The annual meeting of the Board of Trade postponed from April 19th will be held Tuesday evening, May 10th, at eight o'clock. At the annual meeting written reports are expected from the President, Treasurer, and Secretary, and each of the Standing Committees. It is desired that a large number attend this annual business session. The following is the list of officers which will be reported by the Committee on Nominations: Directors for four years, William H. Coughlin, William A. Loftus, George B. Buckingham, Reginald Washburn, James E. Patten; Clerk, Charles Perkins Adams; Auditor, Charles A. Chase; Treasurer, H. Ward Bates; Committee on Membership, George A. Park, George H. Vars, Walter D. Ross, F. E. Olney, William Forsberg.

The annual banquet of the Board of Trade will be held Monday evening, May 16th, 1904. A reception will be given in Washburn Hall previous to the banquet. Every member should endeavor to be in attendance to meet our distinguished guests.

The annual concert of the Board of Trade Glee Club will be in Mechanics Hall, Tuesday Evening, May 3rd, and it promises to be one of the musical successes of the season. Faithful work by the Club members and a program of decided novelties combine to offer unusual attractions. The works to be performed are Bruch's "Frithiof," Baldamus' "Consecration of Song" and Wagner's "The Holy Supper of the Apostles." None of these works are at all familiar to Worcester musicians, indeed the performances of them in America have been exceedingly rare, but one being recorded for the Wagner work. On this account, interest in the concert is not only local, but general among musicians and critics. In the performance of "Frithiof," the Club will have the assistance of Milton C. Snyder as soloist, and in "Consecration of Song" Harry C. Robinson will be the soloist. There will also be a soprano soloist. "The Holy Supper of the Apostles" requires that the Club shall be divided into five choirs, three of which represent choirs of disciples; one a choir of Apostles, and the fifth, "voices from above." The great organ will be effectively used in the accompaniment.

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Vol. VII. JUNE--1904 No. 6.

Magazine and Municipal Comment.
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Methods of Improving the Course of Study in the Public Schools. I.
The Pilgrims of To-day—The Swedes.
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HARRY W. GODDARD,

President Worcester Board of Trade.

The Worcester Magazine.

Vol. VII. JUNE, 1904. No. 6.

This magazine is published by the Worcester Board of Trade. Its reading pages are devoted solely to municipal development, good citizenship and the business welfare of Worcester. Space in these pages is not for sale.

MAGAZINE AND MUNICIPAL COMMENT.

OPEN DOORS OF OPPORTUNITY.

Suppose the directors of the Board of Trade should appoint a special meeting for the special purpose of asking themselves, what can the Board of Trade do for the city of Worcester?

In case some opportunity seemed to present an open door it might lead to another equally pertinent question: What are we as directors to do about it?

The directors of the Worcester Board of Trade are, without exception, busy men. There is little which they can do by their own personal effort without devoting to it more of time than they feel warranted in taking from their private affairs. They already spend as directors and as members of the various committees a great deal more time and energy than they get credit for, and more than they should be asked to contribute to the public welfare. Even a slight investigation into the question of suitably paving our streets required a no inconsiderable amount of work on the part of one of the Board of Trade committees within two years. Many subjects which might properly be taken up by the Board of Trade receive scant attention or are entirely ignored, for the reason that committee men foresee a greater sacrifice of time than they can afford to make.

This aspect of public service in the Board of Trade should not be allowed to act as a detriment to the good motives of its members. The Board is now large enough and its members pay into its treasury funds enough each year to enable any necessary public service to be performed which presents an urgent claim upon the Board. It should provide sufficient force, both in amount and capacity, to enable this to be done, leaving to the directors such supervisory duties as should properly receive the judgment of so representative a body of our citizens.

FOREIGN TRADE.

The article on foreign trade in this number is commended to our manufacturers. It is contributed by one who knows whereof he writes, having represented for many years important commercial interests abroad and therefore made conversant with all the details of foreign business customs.

The "export sheet" of two years ago, like any advertising, could only be made useful by being persistently followed up, not alone by other issues, al-

though these would have become valuable in a geometrical ratio; but also by an associated effort on the part of manufacturers interested in foreign trade. To such the Board of Trade can render a valuable service. It can secure not only inquiries and trade, which they could not do unaided, but it can furnish facilities for translations of correspondence, and information which would render the enterprise of foreign trade less of a bugbear.

All this, however, requires work on the part of some one, work not only clerical, but requiring tact, address, enthusiasm, and persistency. Lacking these, nothing is easier than to let effort lag and enterprises drop out of sight. *Facilis descensus.*

SCHOOL GARDENS.

One of the serious deprivations of the city child is the lack of that intimate contact with nature which is the common privilege of rural children. This very deprivation, however, often begets a hunger for all the charms of the country, for the broad expanse of verdure, the delicate tints of the wild flower, the purling brook, the shady lane, the damp recesses of the woodland grottoes, the myriad forms of the tree-tops, the many-hued grain fields undulated by the passing breeze, the blue sky with its floating argosies of summer cloud, the cool odors of springtime, the tremulous air of summer, the crispness of autumn when the nuts are ripening, and the garnering squirrels leap along the roadside; the frozen ponds and snow mantle of winter, with the tracks of rabbit and quail among the pastures and hedges,—these and a hundred other aspects of a God-made world, which woo our senses with their varying delights, are among the precious recollections of the country-born denizen of the city, but a sealed book to those whose only outlook upon nature is between brick and wooden walls. To implant in these childish minds, deformed and atrophied in these most fundamental things of life, some knowledge of these pleasures and to awaken a love for natural beauty is the object of a movement which is rapidly increasing in extent and emphasis, for the establishment of what are known as "school gardens."

By these and kindred means the child whose opportunities for knowledge of natural beauty are almost nonexistent is brought into close personal relations with nature, and an enthusiasm and enjoyment is thereby awakened which can not fail but have the most gratifying results. In Boston, school gardens have been for a considerable period encouraged. New York and Chicago are awakening to their importance, while St. Louis was a pioneer in their formation. Other cities are far advanced in this work, from Minneapolis to Hartford, and from Washington and Indianapolis to Knoxville and Baltimore. A large sum of money has been contributed by a public-spirited citizen of Canada to establish these schools in the eastern provinces from Prince Edward Island to Ontario, and many smaller places in the eastern and middle states are carrying forward this "new education."

While Worcester is not absolutely neglectful of its opportunities in this direction, its interest is but half-hearted, and an admirable chance is thereby afforded for its Board of Trade and its Horticultural Society to assist the Woman's Club in firmly establishing the school garden idea in the public schools of Worcester.

THE UNION STATION.

Worcester has reached a critical stage in the problem of abolishing its railroad grade crossings, for within the next few months will probably be decided what public convenience and attractiveness shall be secured for Worcester in its railroad station.

Legislative hearings have already been held which, while inconclusive, are not wholly futile if they shall impress upon our city government and

upon our citizens the importance of urging strongly that whatever may be required by the railroads, the public must also be considered, and furthermore, that mere utilitarian considerations should not prevail to the exclusion of all aesthetic ones.

A contributor in this number has written of "The Railroad Beautiful." We should see to it that in our future development we intend that Worcester shall become the "city beautiful," and that the approaches to and surroundings of her railroad station shall add to her attractiveness and shall not fail to impress the visitor that our front door is not only open to express our welcome, but that we have donned our best attire and placed our house in order in his honor. Much has been said in the daily press about "public sentiment," and the railroad officials have declared that their only desire is to give Worcester what she wants in the way of a station. This is all very well, but it is of more importance that Worcester should want what she ought to have in order to meet the needs of a growing city sometime destined to number a quarter of a million.

Public sentiment, except it be of the intelligent variety, is often a difficult factor to deal with, and a well-meaning community may defeat its own best interests by a too hasty conclusion, rendering its verdict before all the evidence is in. The Board of Trade, unfortunately, allowed its very capable grade crossing committee to lapse into "innocuous desuetude" just as its services were the most valuable, and it can now do no better than to place the interests of the city in the hands of a competent committee. Now that the issues have been disclosed between the several railroads and between the railroads and the city, the Board of Trade should appoint a committee so constituted that all sides shall have a full and fair consideration, in order that the strongest case for each side may be presented, and in order that the judgment of such a committee may command respect.

The Worcester Magazine hopes, in some future number, to give some reasons why the location of the station should be changed, and also some reasons why it should not. It is also proposed to give some of the requisites a station should have wherever it is located.

OUR SWEDISH CITIZENS.

The Worcester Magazine is glad to be able to publish in this number a very instructive article by Dr. Mix, in its "Pilgrims of To-day" series, on the Swedes. As is there so well told in Dr. Mix's interesting style, the country now called Sweden was inhabited from the first by a most intelligent, courageous and highly-gifted race. Personal independence and love of civil and religious liberty, characteristic of all the Teutonic races, were in that northern peninsula preserved and fostered. By its distance from the Mediterranean civilization it was preserved from the influences of its decay, and from that Arctic fountain have poured forth time and again the reviving floods of immigration and conquest which have refreshed the stagnant morasses of less free peoples. The fable of Antaeus, like many another classic story, was based on a groundwork of truth, and one touch of Scandinavian earth has often been the sole restorer of the almost strangled giant of human freedom.

The Swedes were among the first to settle in America, and only the call of the fatherland and the need and opportunities at home prevented them from taking an even more prominent part in the upbuilding of this New Atlantis. They have mingled and are now mingling with a kindred race to carry forward their own ideals, and their part has therefore been less conspicuous than if it had been more unexpected. Many of their names have become part of our common heritage, and America claims as her own inspiration the deeds and remembrance of her Swedish heroes. None of the members of the latter day pilgrimage are more fitted to continue the Pilgrims'

triumphs, and to but few newcomers besides those from Scandinavia are the ideas of American democracy so familiar and the demands and privileges of the American republic so sacred.

The city of Worcester should be proud that so many of such a class have chosen it in recent years as the place of their abode, and the Worcester Magazine can but feebly express the sincerity of the welcome which is extended to these later additions to its public-spirited citizens.

PRESIDENT GODDARD.

The Worcester Magazine presents, as its frontispiece, a portrait of Mr. Harry W. Goddard, recently elected President of the Board of Trade. Mr. Goddard is connected with several important manufacturing interests, and assumes the duties of the office at a personal sacrifice. The choice of the Board of Trade insures its efficient management during Mr. Goddard's term of office.

CHARACTER THE FOUNDATION OF WORCESTER'S PROGRESS.

WHY is Worcester one of the three great cities of New England? Why has it outstripped Fall River and Lowell in the race for industry and population? Why does it stand at the forefront of the inland manufacturing cities of the world? These questions have frequently been asked, because the growth of Worcester, considering its location—away from tide-water or connecting water ways—has been the marvel of the country. With few natural advantages to make it a great manufacturing city, it has grown with remarkable rapidity, adding an average of 3000 to its population every year for the past quarter century.

The causes that have contributed to the growth and success of the city are many. To review the successive steps would make a long story. In the past half century Worcester, from the rank of 17,000 inhabitants, with a valuation of over $11,000,000, has grown to a population of 127,000, with a valuation of $117,000,000. This growth has been steady, not aided in any way by forced or unnatural conditions, thereby showing the character, wisdom and determination of its citizenship.

The founders of Worcester builded well, and in the life, character, business enterprise and ability of these men are found the answers to the questions—inventive and creative genius, puritanical tenacity of purpose, public spirit in interchange of ideas, absolute rectitude of the business men, industry, sound financial policy and institutions, intelligence and virtue of the people, continued and careful discussion of every public question in all its bearings. These are a few of the features of Worcester's corporate life, showing that the start made by the beginners has been followed to the line through the generations that followed.

Topographically, Worcester is highly favored. Originally a farming district, it early became the birthplace of manufactories that have made the city famous the world over. When it commenced to be a manufacturing city it was the centre of New England in this line. Far-sighted business men saw its opportunities in this respect, and Worcester capital connected the city with the outside world by a railroad system that made the city the centre and focus of seven converging railroads, which, at the time of their completion a few years prior to the Civil

War, afforded communication not possessed by any other city in the world of equal extent or population. These railroad connections swelled the increasing tide of growth and prosperity, found new channels of communication, furnished new facilities for distributing products throughout the country, and of procuring raw materials and products from the west and northwest. With the opening of the Boston & Worcester, the Western, Norwich & Worcester, Providence & Worcester, Worcester & Nashua, Worcester & Fitchburg, and Boston, Barre & Gardner, Worcester was in direct touch with every New England state, had an outlet by rail to every section of the country, and was immediately changed from a farming community to what was destined to be a great manufacturing centre. Thus early was demonstrated the capability and possibility of Worcester enterprise. The only waterway was the Blackstone canal. With its railroad system Worcester was able to compete with tide-water cities in business transportation. The causes which have produced these results, manifested more than half a century ago, have not exhausted themselves, but continue to operate in the production of still further increase of wealth, population and industrial prosperity. In 1800 the population of the town was 2400, and the valuation was $829,651; in 1850 the population was 17,053, and the valuation $11,082,501; in 1903 the estimated population was 127,000, and the valuation was $117,692,681.

While the energy, genius, industry, intelligence of the people have contributed to the causes of rapid growth, the healthfulness of location, natural advantages of position were factors, and not a little was the fact of Worcester being the centre of the richest agricultural and manufacturing region of New England—the shire town of a flourishing county. The superior excellence of an admirably organized and efficiently administered school system. This branch of the corporate life has so completely spread out on broad and liberal lines that to-day the city possesses the best advantages for elementary, pedagogic, normal, technical and religious education.

During the earlier years of the city—and this to a great degree is true to-day—there has been a minute and inconsiderable proportion only of the property of the city owned by non-residents. The capital is here, particularly that devoted to and interested in manufactures, and trade being almost entirely owned, supervised or managed by resident proprietors, insures thrift and profit in business. The fortunate peculiarity in our industrial organization is that the prosperity of the city is not dependent, as is the case not infrequently elsewhere, upon prosperity of any one particularly dominant and controlling mechanical or manufacturing interest, the stability and prosperity reposing upon the great number and variety of interests and trades, manufacturing, mechanical and commercial, carried on here.

Worcester has always had a stable population, a large percentage comprising skilled mechanics, and never has been affected by the flotsam and jetsam which is the bane of the seaboard cities. Steam has always been the motive power depended upon for running machinery and transportation facilities. The development of the street railway business in recent years has been an important factor, for Worcester is one of the important street railway centers in the country.

The municipal government has always been above the standard of large cities. Economy has been the theme of every mayor. Peter C. Bacon, Mayor in 1850 and 1851, sounded this as the keynote in his first inaugural, and it is credited with being the strongest document ever written by a Worcester mayor. He was the most prominent member of the Worcester bar in its early days—the Goulding of his time—and his far-sightedness relative to Worcester interests was so keen that the document he wrote when he became Mayor of Worcester has been a safeguide for succeeding mayors. His inaugural, in which he predicted great industrial success for Worcester, could have been written

to-day, bringing his figures down to date, for conditions have changed but little since his time. The same prosperity, the same careful administration of city affairs are features of to-day's municipal life.

There is no city in the country where public questions, particularly those affecting the Worcester taxpayers, are so thoroughly and carefully discussed. Whether it be the abolition of the grade crossings, the laying of a stretch of pavement, location of a public building, the same agitation is always brought out. This is peculiarly a Worcester trait. It is the result of the town meeting principle that has been instilled into the youth of the surrounding towns, and which failed to leave them when they came from the villages and farms to enter into the commercial and manufacturing life, and accept the foremost places in these lines in the Heart of the Commonwealth. Worcester's business men and officials are the town boys. There are in them the conservatism and the old-fashioned ways that are laughed at so much, but in times of adversity have proved the safeguards of Worcester. It is this constant agitation, criticism of the action of public servants that has made for good government and careful business management, not doing a thing until it is done right. This is a rule of a century, although there have been occasional exceptions.

The influence of some of the earlier organizations has left its impress upon Worcester of to-day, because of the men who controlled them. The Worcester Agricultural Society and the Worcester County Mechanics Association are particularly prominent in looking back over Worcester's early days, and associated with these are names of Worcester's most illustrious sons. The Agricultural Society, the first in the State, incorporated in 1818, had its charter written by Levi Lincoln, attorney-general of the United States at that time; a son, Levi Lincoln, was President for twenty-eight continuous years, and during nine continuous years of this time was Governor of Massachusetts. An influential trustee was Alexander H. Bullock, Governor of Massachusetts for a number of years, and the names enrolled upon the records as trustees of the institution were the foremost men of the county. When the annual fair was on the Common, and the exhibition in the old City Hall, it was a roundup of the ablest men in the county—to the centre of the agricultural community. The Worcester County Mechanics Association, and there is none more influential, has for many years been an important factor in the community, having a vital bearing on its mechanical and industrial life. It has been the school of the skilled mechanic. It was there the founders of the great manufacturing interests taught their apprentices the technical detail of trade; it was there a library of best books on latest machinery was founded. It was there instruction was given to young mechanics, and the class of men who took advantage of that association was not and is not equaled anywhere in New England. This society instilled a desire to improve, and furnished a means for the advanced to become more proficient in their calling. There were no unions in the early days of this association, mechanics being paid according to their skill and productivity. There was no limit to a man's earning capacity.

Besides the library for mechanics and artisans Worcester had one of the earliest public libraries. There are many to-day who remember the opening of the reading-rooms on Sunday during the administration of Mayor Clark Jillson and the comment it caused at the time. It was an experiment, but worked good results.

In a glance at the municipal life it is seen that Worcester has not gone far from the right path in the expenditure of its public funds. The tax rate has not been so high as to cause dissatisfaction, averaging $16 per $1000 for half a century. This compares favorably with other cities. There have been no years when it has been above $18, excepting 1885 and 1886, and a study of tax rates shows an average of

$16, which is not excessive. This rate for half a century means careful administration of municipal affairs, another result of this constant agitation which is peculiar to Worcester. The agitation has been brought to bear on the proposition not to load the city for more than can be paid, not to borrow money for other than permanent improvements—improvements that would last until paid for by the loan, which is the real test of an improvement. One of the most important bits of legislation was the adoption by the city of the provisions of the sinking funds law as soon as passed by the Legislature in 1872, and the Sinking Funds Commissioners have shown discretion and ability in the discharge of their duties. They never have invested in other than the loans of the city of Worcester. No wildcat or high interest-bearing loans, whose values were liable to fluctuate greatly, or cease to have any value at all, have been made. The only exception to the rule of the commissioners was the purchase of $35,000 of preferred Fitchburg Railroad bonds, which bear 5 per cent. interest, and which are guaranteed by the Boston & Maine Railroad that later absorbed the bonds of the Fitchburg road. This came about by the city of Worcester aiding the Boston, Barre & Gardner Road by purchasing stock. There is no possibility of a fluctuation in the city loans, as the rate is fixed. These bonds are signed by the mayor, city auditor and city treasurer, and across the face of the bond is written "part of the sinking funds," so there is absolute protection thrown around a loan held as security by the Sinking Funds Commissioners. Worcester is an exception in this way of handling the city bonds.

Worcester has suffered less from financial panics than any of its neighbors. When the city had to make provisions for public work to provide maintenance for the inhabitants, it never experienced any difficulties. Worcester never got in where it could not get out. It never has had a bank failure and no prominent public official has gone wrong.

The various organizations which have contributed considerably to make Worcester the most prosperous of cities have passed the period in which they seemed to have worked their greatest good. The same idea is now found in the Board of Trade. The same principle is and should be worked out through the combined talents and best thought of the business brains of the city by bringing together the heads of all leading enterprises in an organization such as the Board of Trade, which will consider carefully wrought plans which may come to their fruition in the making of a bigger, richer and better governed city.

It is the influence of such institutions that has forced Worcester to a place of universal recognition and, with the disadvantages that have surrounded it, Worcester to-day stands at the top of manufacturing cities, pointing to the names of a thousand men who have given their genius, their labor and their wealth to make Worcester what it is—the home of industry.

HERBERT M. SAWYER.

THE FOREIGN MARKET FOR WORCESTER MANUFACTURERS.

THERE is a foreign market—there are Worcester manufacturers. No one will question either statement, but combine the two into the form which appears as the title of this article, and we have a third statement, the truth of which seems to need demonstration, judging by the apparent lack of interest in the matter. Indeed, the foreign market for Worcester manufacturers

seems to be little else in their eyes than a big interrogation point.

Why have not our Worcester manufacturers exploited the foreign field and developed a foreign trade?

Answering this question broadly, it can be said, and said truthfully, no need.

American commerce as well as American diplomacy has undergone a wonderful transformation during the last decade; both have suddenly taken on a world-wide scope. So suddenly has our commercial horizon broadened that, while the merchants and shippers and bankers of our coast-board cities have become conscious of it to a degree, and have begun to profit thereby, the manufacturers of the inland cities, even those of a city less than half a hundred miles from the seaboard, have not yet begun to realize the new possibilities. And this is not strange.

Coincident with the opening to us of the door to the whole commercial world, as it has not been opened before, there came to us days of unusual domestic prosperity.

Previous to May day, 1898, we knew little and cared less about foreign markets, and since that fateful May morning our domestic market has kept our wheels of industry more than busy. There has been neither time nor incentive for our manufacturers to think about foreign markets, while the home demand was more than they could meet.

But these conditions will not always obtain; indeed, are they not already changing? Is not the present, therefore, an opportune time to again raise the question in a slightly modified form, to wit, why do not our manufacturers exploit the foreign field and develop a foreign trade?

Again, answering broadly, the reply may be made, ignorance.

Neither is this strange. How can they know what they have not been taught and concerning which there has heretofore been no reason for informing themselves? While it is not the purpose of this article to instruct the manufacturers of Worcester, nor to inform them in detail as to the possibilities for them in a foreign market, it is its purpose to urge them to shake off their apparent apathy in the matter and energetically and persistently set about informing themselves concerning a field which we firmly believe is a rich one when properly cultivated.

India, Africa, the Straits Settlements, and Java, to say nothing of our own new tropical possessions, are to-day consuming millions of dollars' worth annually of just such things as are or could be made here in Worcester. Why should England and Germany supply this demand and not we? The day has gone by when "cheap labor" is a good and sufficient answer to such a question. That is an exploded fallacy. The brains of the American workmen, and the up-to-date methods and machinery which obtain in our American workshops, can compete with "cheap labor," and win in the contest.

A more truthful answer would be, an unaccountable indifference on the part of our manufacturers and their seeming disinclination to take the trouble of studying the problem with a view to thoroughly posting themselves as to the how, when and where of these foreign markets.

One objection which is often heard when foreign trade is suggested shows how superficial is the general knowledge concerning such matters. It is said that the delay and uncertainty in the settlement of a foreign shipment forbids its consideration. What we want, it said, is quick turns and short accounts. As a matter of fact, no trade is so nearly "spot cash" as the foreign trade. A concrete example will perhaps best serve to show this.

We will assume that the field has been cultivated and that by sample, by correspondence, or by salesmen on the spot, we have captured an order from a Calcutta merchant for say ten gross of umbrellas (in passing, it may be mentioned that the demand in India for cheap sun umbrellas is immense, and those of European manufacture have entirely supplanted the primitive native article) at so much per gross,

f. o. b. (free on board), or c. f. & i. (cost, freight and insurance), more likely the latter. The goods in due course are shipped via Boston or New York on a through bill of lading to Calcutta. The invoice is made up in due form, adding thereon to the first cost the freight, which has been prepaid, and the marine insurance, likewise prepaid, the footing of the invoice being such that it figures out the agreed price per gross. We have meantime arranged with some foreign banking-house to buy our draft with documents attached, and the exchange or discount charged by the bankers has been a consideration which entered into our calculations in making our price to the Calcutta merchant.

The shipment being completed, we receive the bill of lading of the goods consigned to the order of the banker, we also receive the policy or certificate of insurance payable to the same banker, and these, together with the invoice, are attached to a draft which we draw on the Calcutta merchant to the order of the banker for the footing of the invoice, and, presenting these all in due form to the banker, we at once receive our money. It is not even cash within ten days, but spot cash.

Of course, there are details which have not been elaborated here, but in the rough this is the procedure, which is very straightforward and simple when once familiarized.

As has been said, it is not the purpose of this article to instruct as to details, but rather to stimulate a desire to be instructed, and the purpose of the foregoing outline illustration is to show that a long wait for one's money is not a *sine qua non* of foreign trade.

If any of our manufacturers, on their next visit to New York, will call upon the representatives there of the Hong Kong and Shanghai Bank, the Bank of Montreal, Morton Rose & Co., J. S. Morgan & Co., Brown, Shiply & Co., or Baring Bros. & Co., the *modus operandi* would, doubtless, gladly be explained to them. But after all, this is a detail of the harvesting to come after the field has been cultivated and the crop grown, and is referred to here and now solely because it is so frequently brought forward as an objection to foreign trade.

To return, then, to the first steps to be taken towards fostering a foreign trade, what can be done? Nothing so very different from what would be done to foster domestic trade in a new quarter. Study the wants, study to meet the wants, let it be known that we have what is wanted.

How many of our manufacturers ever read the consular reports, which are published periodically by the Washington government, and which may be found at the Board of Trade rooms? Many a hint is thrown out in these reports which might be followed up to advantage.

If a manufacturer publishes a catalogue, let him send it to several United States consuls, not as second-class mail matter addressed to the United States consul at so and so, but under full letter postage, accompanied with a courteous letter addressed to the Consul by name, requesting to be put into communication with a reputable dealer or consumer in the consul's locality, whom he thinks might be interested in the particular line of goods produced. It might even be well to enclose an international postal note for a small amount as an earnest of good faith, remembering that our consuls are not overpaid by the government, and that human nature is the same the world around.

In London, in Berlin, in Rotterdam, in Paris and Marseilles, there are large houses styling themselves "Forwarding Agents," "Colonial Supply House," "Indent Factors," etc., on whom foreign dealers and consumers indent for their wants, leaving it to these agents to place their orders where they can do so to the best advantage. Correspondence might be opened with such houses, the address of which could be obtained from any of the bankers previously named.

Once the small edge of the wedge is in, drive it home, follow it up even to

the extent of sending a small experimental shipment on consignment.

When an order is obtained, observe any special instructions as to packing and marking to the smallest detail, especially if it be for an Oriental market. If they want a yellow label, don't put on a blue one, thinking it of no great importance. If they ask for a square package, don't make it an oblong one; if they desire stencil marking, don't mark it freehand with a brush. These seeming trifles sometimes make all the difference between acceptance and rejection of the goods by the consumer.

But we are again tending to a consideration of the details, for which this is neither the time nor the place. Our purpose is rather to urge a consideration of the general subject by our manufacturing interests, leaving to each one the working out of the incidental details. We wish to stimulate a desire on the part of our manufacturers to find out for themselves about these foreign markets, feeling that if such a desire once obtains lodgment in their minds, the solution of the problem can safely be left in their hands. If our manufacturers only will it, Worcester can be as well known in the Philippines, or in Porto Rico, or in Cuba, as is Birmingham in India.

There must be a beginning in all things. Why not begin here and now, under the auspices of the Worcester Board of Trade, to spread the knowledge of our industries, and a desire to taste thereof to the four corners of the earth? Let us pick up again the broken thread of the "export sheet" of two years ago, and weave it into a permanent fabric. Had it been persisted in, under the hearty support of our manufacturers and with intelligent and systematic garnering of its fruits as they dropped into the home office of the Worcester Board of Trade, there might now have been results very acceptable in these days of diminishing domestic trade. M.

METHODS OF IMPROVING THE COURSE OF STUDY IN PUBLIC SCHOOLS.

I.

The following article and a succeeding one which will appear in the July number of the Worcester Magazine were embodied in an address recently given in Worcester by Mrs. Fannie Fern Andrews of Boston. Mrs. Andrews is a graduate of Radcliffe, an ex-teacher of many years' experience, and an authoritative exponent of her subject. Her contribution is a fitting corollary to that published in former numbers of the Worcester Magazine by Principal Russell of the Worcester Normal School on "Pressure in the Public School." The course of study in our schools is now receiving attention, and Mrs. Andrews' analytical and logical treatment of this important topic is timely and in pleasant contrast to much of the confusing generalization too common in the consideration of educational topics.

THE course of study in our public schools should be considered with reference to three classes of pupils: first, those who have but five years of school training—the schooling of the average American—leaving school at about fourteen years of age; second, those who complete the grammar school course, and third, those who complete the high school course. It should also be considered with reference to the social and industrial needs of the pupils as they take their place in society, and of these the immediate and most important need is the industrial and the consideration should be analytical owing to the general confusion in the public mind as to the kind and amount of education that is being provided for by public taxation. Any attempt therefore to throw light on our educational scheme should tend to establish certain well defined principles and thus to lessen the general confusion.

What are the specific methods of improving the course of study so that it

shall answer more nearly the needs of the first class of children? Although their industrial need is paramount, we must not forget that they have social needs; that the cultural training that they get in school will probably be the only systematic training that they will receive for their leisure time. Hence, the importance of preparing for the social needs and the necessity of implanting high ideals, high aims, and of giving these children pleasant and fruitful resources for their leisure time. But the greater part of their time will be spent in work, and the work that this class of children usually engages in does not tend to sustain the high aims and high ideals that the children have received in school. The hours of labor are long, the work is hard, and they soon come to regard it as necessary drudgery. The influence of the cultural training received in school soon ceases. There is one fundamental factor in the industrial world that must be reckoned with, namely, the attitude that the wage earners have toward work. It is demoralizing, both socially and industrially, for this great mass of workmen to feel that they are spending most of their time in drudgery, and more than all this to feel that they have nothing but drudgery to look forward to. No improvement in the industrial world can be brought about until this attitude is changed. Workmen should find something that is satisfying and pleasurable in their work. How can this be brought about? One way is evident, that of teaching the child that work is a good thing in itself, that any piece of work rightly performed is worth doing. The child thus acquires a respect for work. Another way is to teach the child the scientific principles of the work he is to perform, greater skill and efficiency usually being the result of such teaching. This respect for work and this intelligent knowledge and skill will tend to make the work of the wage earner satisfying and enjoyable. In thus idealizing work we are making the culture resources for the leisure time more and more possible. It is folly to implant high ideals in the child whose future life makes it absolutely impossible for him to carry them out, but we can elevate the possibilities of the child's life in two ways: (1) by teaching him to idealize labor and give him some aim for his future work; (2) by preparing him as far as possible to be an intelligently skilled workman. It is evident that the time is short and not very much can be done at the most.

There is a certain amount of knowledge that is necessary for the common communication of life in both the business and leisure. This knowledge is reading, writing and arithmetic. Not much of each is absolutely required for those who leave school at fourteen, but the more one possesses, of course, the more easy and satisfactory will be his communication with his fellows. In determining what is the best equipment of the child for his social needs, we must ask ourselves the question: What knowledge will most influence the child's life in forming high ideals and in giving him resources for intellectual growth? There is no doubt that reading is the most influential subject in the school programme for the child's social needs. The habit of good reading is only another way of saying the habit of forming high ideals. With the American people the newspaper is of course a means of general education and is therefore a very influential factor in the life of the child. The ability to read books and newspapers, then, is the most important part of the child's equipment. The ability to write a letter is also an essential factor in a person's life. All classes of people write letters, and the power to express one's self clearly in a formal act of writing elevates one's self-respect as well as furnishing a convenient means of communication. The power to express one's self, both orally and in writing, renders a person's life useful to himself and to others. He need not know all the principles of technical grammar, and the child who leaves school at fourteen has very little time to spend on technical grammar. He should be taught only those principles that are absolutely necessary to teach him correct speech. These subjects, then, which may be grouped under the head of language, should, in view of their great influence in forming ideals and of

providing resources for the leisure time, receive a large share of the time that a child spends in school. I should apportion eight hours a week for the study of language.

The equipment of arithmetic for the social needs of the child who leaves school at fourteen should be such that will enable him to perform the ordinary business transactions of life. To do this he must know addition, subtraction, multiplication and division of whole numbers; he must be able to perform simple problems in decimal and common fractions and in simple interest; he must also know the weights and measures that are used in ordinary life. A great part of this arithmetic should be oral, for most of the arithmetical problems of life are oral. All this work should directly apply to the problems of every day life. These problems should be selected from the occupations that surround the child, those that he will be likely to enter. Although this knowledge does not develop high aims, it will prevent the child who has high aims from being handicapped for want of mathematical knowledge. The equipment, however, furnishes every child with convenient and necessary resources. The time to be devoted to arithmetic will be relatively small compared to that spent on language. I should assign to it three hours a week.

In his language equipment the child ought to possess the ability to read newspapers and books, but in order to read these intelligently he must have as a background a knowledge of certain subjects. For example, he cannot read intelligently about the Russo-Japanese War unless he knows something about Russia and Japan. He must have some geographical knowledge which should include a knowledge of his own environment, a general knowledge of his own country, of the grand divisions of the world, and of the principal countries in each. He should have a general notion of the manners, customs, and occupations of the people. I should accord this subject one hour each week.

Another subject that is very important for furnishing a background for a person's reading is history. It is hardly possible for a person to appreciate political life to-day as it is exemplified in the newspapers and magazines without a general knowledge of the history of this country. Moreover, it is hardly possible for a person to be an intelligent citizen without some historical knowledge of his own country. No time should be spent on historical stories till he has his landmarks firmly fixed. To illustrate, I have known a class who had never studied history to read in one lesson the story of Columbus, of the Boston Tea Party, and the battle of Bunker Hill. That is not history. The child knows nothing of the significance of these events; they are to him only isolated stories; he has no idea in what periods of the history of his country these events happened. The equipment in history should include a knowledge of the state and municipal governments, not a detailed knowledge, but enough for a person to comprehend sufficiently his duties as a citizen. Such an equipment furnishes fruitful resources and develop high ideals. I should allot one hour a week to this subject.

If our standard for equipment is resources and ideals, we must by all means give a child a knowledge of the elements of the different sciences. Without this knowledge a person goes through life with a confused curiosity, he does not know how to ask for causes. If his mind is open to the simplest elements of physiology, hygiene, botany, zoölogy, chemistry, mineralogy, and physics, he will be able to get his bearings in his scientific surroundings, and there is no end to the resources that this elementary knowledge may give him. I should allot fifty minutes a week to this subject.

Physical health is the most essential part of the equipment of the child. The child's resources depend upon it almost entirely, and it is a most important factor in the development of ideals and high aims. Mr. Robert A. Woods, head of the South End House in Boston, said before the Harvard Teachers' Association: "There is no doubt that those who are interested in city gymnasiums will be able to present statistics before many years to prove that there has been a raised standard of public

health, of public morals, and of the productive capacity of the mass of the people in the city as the result of the opportunities that the gymnasiums furnish."

The aim of the physical training given in the schools should be two-fold: first, to develop healthy bodies, and second, to develop a healthy interest in physical sports. I should allot fifty minutes a week to this subject.

The musical world is one into which the child leaving school at fourteen ought to be initiated. If he learns to sound simple tones and to read simple music, he will never lose entirely the refining influence of this training. Moreover this meagre knowledge allows him to see the relation of the science and art of music to other sciences and arts. Comparatively little time can be devoted to this subject, and I should allot to it fifty minutes a week.

There are two remaining subjects in the school programme, a knowledge of which ought to form a part of the equipment of the child who leaves school at fourteen. These are drawing and manual training. The aim of drawing is to train the hand and eye to develop the powers of observation and to cultivate taste and neatness, but the shortness of the school period will require that the aesthetic be largely replaced by the industrial. There will not be time to draw much from nature or from life. The appreciation of the beautiful can be more economically gained by showing the child beautiful drawings of leaves and fruit, and beautiful studies of life. In fact, the drawing of these objects by the child rather prevents an appreciative feeling for the beautiful. If he can be kept at it long enough he will be able to make a drawing that will impress him with the beauty of the form of the leaf, but children who leave school at fourteen can not be kept at it long enough to get this impression. Most of the representative and the decorative will have to be omitted. The chief part of the drawing will be the constructive. In this work drawing should be correlated to manual training. For example, if a child makes a working drawing, he should have some object in view, and that object should be something useful. If he makes a single decoration it should be for an object designed for some definite use. There should be no practice exercises separated from their applications. The work that these children will take up after they leave school will be for most part manual labor. In fact, 46.9 per cent. of the entire population of Massachusetts having any regular employment finds it in the building trades, in manufacturing, and in similar mechanical pursuits, and statistics show that these children who leave school at fourteen form a large percentage of the people thus employed. If the school, then, is to prepare for the industrial needs of this class, it must give training for these occupations and for the particular occupations that the children in a particular locality will be likely to pursue. For example, in Fall River, where a large percentage of the working population is connected with textile mills, the preparation would consist in an attempt to give the child a knowledge of weaving and applied design and a knowledge of simple machines. Drawing and manual training can be most advantageously correlated here. In fact, naturally a scientific correlation should always be made between manual training and other elements in the course of study, such as history, geography and elementary science. Since the children who leave school at fourteen must begin industrial life at once, and since the business of a child is more potent than anything else in shaping his character, a large amount of time should be devoted to this training. Moreover, this training will be a very important factor in improving the industrial situation, for such training will inevitably develop a respect for work and will tend to make intelligently skilled workmen. These two factors are the chief means of making work satisfactory and enjoyable to the wage earner. The increased possibilities of his industrial life will make possible the realization of high aims, ideals and resources for his leisure time.

FANNIE FERN ANDREWS.

THE PILGRIMS OF TO-DAY—THE SWEDES.

One of a series of articles on the different nationalities in Worcester.

AS a picture under the hand of a skilled artist emerges from the dull canvas, so does the portrayal of the prehistoric period of Sweden under the painstaking labor of the archaeologist. In the last half century the story of its by-gone days has been literally unearthed. The discovery of what has been hid for centuries beneath her soil pertaining to the Stone Age shows a people in the infancy of their civilization. They were not savage, neither were they barbarous in any bad sense of the word. They were simply untaught and untrained. They had everything to learn, but they evinced a marvelous capacity for learning; for it was an age of great progress on their part, as the study of the various instruments devised for their hunting and fishing, for warlike purposes and for domestic service, clearly indicates.

Then follow bronze implements in abundance, which evince wonderful skill and beauty of workmanship, proving conclusively great and growing capability on their part. These are not by any means confined to the necessities of life, but are in the form of curiously wrought ornaments. They must have framed their own designs, and made the tools with which they fashioned them. For where could a people so shut away from the world, and with little or no communication with other peoples, have learned the art from others more skilled of fashioning things so truly artistic? And if self-taught, both in design and execution, surely they were a people of large possibilities in the start, which they did not fail to realize in a remarkable degree.

The discoveries of the Iron Age which marks a later period in their history but demonstrate still further progress in the fulfillment of what their beginning promised. They reach a stage bordering closely upon a high degree of civilization, as they emerge from what is so full of myth and mystery upon the scene of recorded history. Whence their origin, and how they came to choose for themselves this land bordering on the Arctic zone for their home, can never be positively ascertained in all probability. They seem to have been two peoples at the first, the one coming from the South or Southwest and taking possession by slow movement northward. The other comes into view from the opposite direction, as if by the way of Finland. They bear the names—the former Goth, the latter Svea or Svear. They do not coalesce at first, but seem jealous and suspicious of each other, although it is probable that they were originally of the same stock. They are so far akin that together they are the worshippers of Odin, who seems to have been the god of the Swedes especially, as Thor the Thunderer was of the Norwegians. He presided over the issues of battle; with him is associated a mythology which attempts to account for the creation of the world, the coming of man into it, and even goes so far as to define what his future is to be in words of description strangely like what are found in words of Scripture teaching.

The line of kings which ruled over the land in after generations seems to have begun with one who took to himself the name of Odin, and contrived to put himself in the place of this ancient deity and invest himself with marvelous although not altogether supernatural qualities and attributes. With him originated the Valhalla as a kind of heaven for heroes falling in battle, and the Valkyries, who, as attendants on fleet steeds, flew to those fallen and bore them away to this their final abode. There, life went on with them much as before, in frequent battles with each other, after which, although wounded or killed, they were restored

to life at once, and feasted together at the close on food suited to such warriors, which was ever renewing itself, though so often consumed.

We find them in the beginning of the historic period, a people of exceptional physical development, inured to hardship, glorying in their freedom and independence, warriors every one in spirit and as occasion demanded, yet not indisposed to peace nor adverse to the cultivation of the soil and the enjoyment of domestic life. When once they of the North and those of the South know each other and come together, they enter into an indissoluble union, and ever after act in perfect accord.

It could not be otherwise than that such a people should grow into a nation of great prominence and importance in the after centuries of its history. Though ruled over by kings continuously, for the most part hereditary, they yet maintained their individual rights and were real sovereigns in the disposal of themselves and of their belongings, and in the control of public affairs. They would not and did not tolerate those setting themselves up as superiors by reason of riches or rank or office. They insisted, each one, on his own equality with every other, even with him who happened to be seated on the throne. Their rulers very wisely recognized this equality, and have been wont to mingle with the people with great freedom and familiarity.

An interesting incident in illustration of this sturdy independence is related by our Minister of State, W. W. Thomas. It seems that there are, all over the land, post-stations established and maintained by government, where a traveler can obtain and may legally demand a relay of horses with which to proceed on his journey. "It happened one day," says the narrator, "that a Swedish peasant, clad in homespun, and driving a rough farm wagon, pulled up at a post-station in the west of Sweden. There were but two horses left in the stable, and these he immediately ordered harnessed to his wagon. Just as they were being hitched up there rattled into the courtyard, in great style, the grand equipage of the Governor of the Province, with coachman and footman in livery. Learning the state of affairs, and wishing to avoid a long and weary delay, the coachman ordered that these two horses be taken from the peasant's cart and harnessed to the Governor's carriage. But the peasant stoutly refused to allow this to be done.

"What!" said the Governor, "do you refuse to let these horses be harnessed to my carriage?" "Yes, I do," said the peasant. "And do you know who I am?" quoth the Governor somewhat in a rage. "I am the Governor of this Province, a Knight of the Royal Order of the North Star, and one of the chamberlains of his Majesty, the King." "Oh, ho!" said the peasant, "and do you know, sir, who I am?" He said this in such a bold, defiant manner that the Governor was somewhat taken aback. He began to think that the fellow might be some great personage after all—some prince, perhaps, traveling in disguise. "No," said he, in an irresolute voice, "I do not know who you are." "Well," replied the peasant, walking up to his face and looking him firmly in the eye, "I'll tell you who I am. I am the man that ordered these horses!" After this there was nothing more to be said. The peasant quietly drove away on his journey, and the Governor waited until such time as he could procure legally fresh means of locomotion."

"This incident," the writer adds, by way of comment, "furnishes a good illustration of the manly spirit of the Swedish peasants. They have always been free men, very generally owners of the freehold of their farms, and by their courage and independence have made and unmade kings of the realm."

The Swedes as a people have always been characterized by a high degree of spirituality and religious fervor. Even in the pagan period of their history their worship was never associated with immoralities as among the Greeks and Romans. It was pervaded with high ideals and noble aspirations. It bordered so closely on the teachings of

Christianity that the transition from one to the other was not unnatural, though slow in coming because it was of itself of such a high order. Sometime in the eighth century Christianity gained a foothold in the land through the coming of one of the monastic order, Anskar by name. But it was not until three centuries thereafter that the Romish Church was fully established in the land. The contest between it and paganism was very long and severe at times.

No less severe and prolonged was the conflict between Roman Catholicism and the Protestant Reformation, which gained entrance about the middle of the sixteenth century. In that connection was raised up one of Sweden's greatest kings. He came on the stage of action when Denmark was in power over Sweden, under the reign of a very capable but brutal and bloodthirsty king, who was supported by the Romish hierarchy. It fell to Gustavus Vasa to be both liberator and reformer. He freed his country from its foreign yoke and at the same time broke the fetters of ecclesiastical tyranny, and is accorded the high honor of being called the Father of his Country.

Sweden did not confine its energies within its own boundaries, but performed its part, as did Denmark and Norway, in advancing the civilization of other countries. There came a time in its after history when the Reformation, which had come into complete ascendancy within its own borders, was in danger of being overthrown in the very land in which it began. It was a crisis hour on the Continent when Gustavus Adolphus, Sweden's greatest and most revered sovereign, went to its rescue in the land of its birth. Though losing his life in the attempt, he struck a blow which decided the issue in its favor and preserved religious as well as civil liberty as a heritage to be handed to all succeeding generations.

Sweden then has played a not unimportant part in the world's progress. She has been the special exemplification and champion of religious freedom. By her service and sacrifice in maintaining the right to worship according to the dictates of one's own conscience, she has laid the whole Christian world under grateful obligation. The Swedes as a nation have been true to the motto traced in letters of gold over the portals of one of the University buildings at Upsala, "To think free is great, but to think right is greater." The statement of a noted Scotch author and traveler may seem extravagant in regard to the influence exerted by Scandinavia as a whole, Sweden, of course, included, "All that men hope for of good government and future improvement in their physical and moral condition, all that civilized men enjoy of civil and religious liberty, the British constitution, representative legislation, the trial by jury, security of property, freedom of mind and person, the influence of public opinion over the conduct of public affairs, the Reformation, the liberty of the press, the spirit of the age, all that is or has been of value to man in modern times as a member of society, either in Europe or the New World, may be traced to the spark left burning on our shores (Great Britain, France and Germany) by these peoples of the North." Whether painted in too strong coloring or not, facts justify in the main what is here expressed.

The Swedes and their descendants in this country are said to number about 2,000,000. They came here early in our history. An American colony was founded on our shores in the borders of Delaware Bay as early as 1638, at the suggestion and under the immediate provision and direction of Sweden's greatest king, Gustavus Adolphus. It was his intention that this colony should be an asylum for the oppressed of all nations,—a free state, where all should have equal rights and enjoy to the fullest extent the fruits of their own labor. Slavery should never exist within its borders, "for," said Gustavus, "slaves cost a great deal, labor with reluctance, and soon perish with hard usage." "Wise words these," says one. Had America adhered to this enlightened policy of

New Sweden, we should have been spared our Civil War, with all its untold suffering and yet uncounted cost. The man who, as a member of the Continental Congress, gave the casting vote in Pennsylvania in favor of the Declaration of Independence, was a Swede of the old Delaware stock—John Morton. They have borne the brunt of battle on land and on sea in the defense and preservation of our free institutions.

We can never forget Admiral Dahlgren in his distinguished services rendered to the nation both as an inventor of powerful weapons for defence and as commander of our battleships on the high seas. Nor shall we ever cease to remember Robert Anderson of Sumter fame, or Ericsson with his Monitor who saved in the Civil War our navy from destruction.

The Swedish nightingale, Jenny Lind—has she ever had an equal, all things considered, in the realm of song? Christine Nilson of a later time is ranked by many as only second to her. Fredrika Bremer, the emancipator of woman, especially in the line of education, though not a native of Sweden was her adopted daughter. Linnæus, who has done more than all before him, if not among those who have come after, to open to us the realm of plant life, is one of her sons to whom the scientific world has not ceased to pay deserved homage.

It is a singular fact that in coming to this country in such large numbers the Swedes have sought for themselves, in later years especially, homes along our Northern borders, peopling whole sections in the great Northwest. No better or truer estimate can be given of them as citizens of this their adopted country than these words of one who lived among them both in their native land and here, who says of them, "Wherever in this broad land the Swedes fix their habitation, they are noted for their honesty and industry, their economy and thrift. Our Swedish settlers live within their means, buy no faster than they can pay, and do not run in debt. No other foreign race learns our language so quickly or speaks it so correctly and free from foreign accent, none so readily embraces, I think, our American ideas, and becomes so thoroughly assimilated and completely Americanized. If you seek for the Swedes you will scarcely find them in our jails or penitentiaries; you will meet them engaged in peaceful industrial pursuits in our workshops and factories, or more largely in the backwoods and on the prairies of the great West, where by honest toil they have converted millions of acres of wild lands into fertile farms and placed on them happy homes. Our Swedish citizens do not try to subvert our institutions. There are no Swedish anarchists or bomb-throwers. Order loving as well as liberty loving, God fearing and law-abiding, the Swede seeks to know the law of the land, not to break but to keep it. The Swede also brings with him from his old home, beside the fear of God, reverence of the Bible, respect for sacred things and the strict observance of the Sabbath, and it is my belief that no immigrants of to-day, in both faith and works so closely resemble the pilgrim fathers of New England as the Swedes."

The Swedes rank third in number among those coming to our city from other countries. They of Irish descent and those from over our Northern border alone exceed them. They are reported to be sixteen thousand in numeration. No people among us, not even those to the manor born, exceed them in general intelligence, thrift, orderliness, respect for constituted authority, religious fervor and zeal. They have eight churches of their own, nearly every one self supporting. They are finding their way into our halls of legislation both of city and state. They are entering the various professions, taking their places at the head of great business enterprises, becoming leaders in all the varied walks of life.

They well deserve, as they have everywhere received, the most cordial welcome to all the privileges and opportunities that this free country affords. We are well assured that all our interests are safe in the hands of those who, from the very beginning of their history, have been so noted for just those quali-

ties which fit men for good citizenship. They have only to be true to the best traditions of their wonderful history to be a perpetual blessing to our city, our State and our nation.

ELDRIDGE MIX.

"THE RAILROAD BEAUTIFUL."

NOTHING has made greater advance in this mechanical century and has been more frankly utilitarian in its progress than the means and methods of traveling. And in the almost incredible changes in the methods of locomotion since stage-coach days, the improvements and innovations of the inventor have had for their only goal practical utility, and the assistance and service of mankind has been the desired result.

The aesthetic pleasure of the community has been, to a great extent, neglected, and regard for its convenience and material comfort has left little room for considerations of beauty in the construction of railroads, either in their surroundings or in the erections incident to their operation. The railroad management of America has overlooked, as a general rule, the most excellent utility in the beauty of form and color in the surroundings of its steel highways, and but rarely is an organized effort attempted to conceal and embellish their bare monotony.

A notable exception to this usual utilitarian standard is afforded by the Boston & Albany Railroad, which for many years has proceeded on a comprehensive plan to render attractive its tracks and stations. This road is fortunate that it runs the whole length of Massachusetts, and therefore passes through a region whose scenery is unsurpassed for natural beauty. Other parts of this country may excel Massachusetts in the grandeur of their topography. In other places the traveler may behold more majestic mountain-peaks, and in mere bigness the natural features of Massachusetts can not compete, but the beauty and charm of the scenery of Massachusetts can hardly be duplicated. From the garden spots and cultivation of eastern Massachusetts to the still untamed but yet not forbidding hills of Berkshire, the natural advantages of Massachusetts are nowhere excelled and but seldom equaled. The beauty of a ride from Boston westward in the trains of this railroad can not be overpraised, and the entire distance unfolds a panorama of natural loveliness which amply repays endurance of the discomforts which are still incident to railway travel. And not content with the natural beauty of the ride, in many places where the habitations of man have detracted somewhat from the pleasing prospect, by careful schemes of landscape gardening the railroad itself has been transformed and art in aid of nature has been invoked to gain for it the title of "The Railroad Beautiful."

The total lack of pleasing qualities, to use no stronger expression, in an ordinary railroad journey, even through the most delightful surroundings, is but too familiar, and the form and methods of construction of the road as well as the means of locomotion, would seem to render of no effect even the most well-considered plans for obtaining beauty as well as convenience. But the results already achieved by the Boston & Albany Railroad in overcoming these inherent difficulties are most noteworthy and admirable. The railroad is conspicuous among similar corporations, in the United States at least, both for the ideals aimed in this line and for the results already apparent. Its endeavor and its success have been the subject of certain most interesting and instructive articles in "House and Garden" by Charles Mulford Robinson, the well known author-

ity on architecture and landscape art.

It is, of course, obvious that a railway journey consists of two parts, the actual travel and the departure and arrival from the stations of the railroad. While, as has been before stated, the Boston & Albany Railroad is fortunate in the location of its tracks through the charming scenery of Massachusetts, which it has recently considered worthy of being represented by water color landscape views in the Massachusetts building at the St. Louis Exposition, it has also recognized that this natural beauty carried with it certain obligations upon the road itself, both of preservation and of complement, and has hidden as far as possible the scars and rawness which are incident to railway construction and operation. The forces and growth of nature, if allowed, will clothe with beauty the ugliness due to the changes of man, and the useful unadorned possesses a delight and beauty of its own which, unless distinctly unharmonious, is most satisfying.

But it is in the stations of the Boston & Albany Railroad that its striving after beauty is most clearly seen, and it is to this department of the railroad that the above articles more especially refer. The through passenger having arrived, or to depart, is far from curious about the aesthetic character of his terminal or junction, but it is in the suburban station that beauty is most demanded and the lack of it most noticeable. An artistic erection, covered with vines and surrounded by shrubs and flowers, also adds a pleasant picture as the fast train rushes by, and in the possession of many such refreshing glimpses this railroad is particularly fortunate. The station in modern days takes the place of the gateway to the town, and strikes the keynote by which the whole is judged.

For about twenty years the Boston & Albany Railroad has been working to improve and beautify the stations on its line, and has procured the best artistic talent, both in architecture and in the natural surroundings, to assist it. It now maintains its own nursery of hardy shrubs and plants, and sixty station-grounds are under careful cultivation. The Boston & Albany Railroad for its landscape effects relies rather, and it would seem with wisdom, upon shrubs and hardy plants than upon annual or bedding flowers, and under the adverse conditions arising from the uses of a railroad, this course is justified.

Many of its station-grounds, which have received now many years' attention, have become parks in miniature, and the charm and beauty of Boston's western suburbs are seen the moment one alights from the train. The station and the surroundings thus harmonize completely, and in fact in many cases add to the natural beauty of the country, and allow and aid the railway itself to sink into the scheme of nature. There is none of the outlandish and excrescence-like character to these stations which is, unfortunately, too common on other roads, but the station, and hence the railroad as it passes the station, possess a natural beauty of their own. The depression of the tracks necessary for the removal of the grade crossings has complicated the problem, and emphasizes the position of the stations in the general scheme so that their uniform artistic excellence is more apparent. And not only in the beauty of its suburban stations does the Boston & Albany Railroad excel, but throughout the State, and especially as is almost demanded by the magnificent scenery of the Berkshires, exquisite bits of station architecture, with park-like surroundings, are reminders that the "Railroad Beautiful" is still true to its ideal.

The success in embodying this ideal, already won by this railroad, is a most gratifying proof that a railroad may exist for something in addition to the running of its trains, and that the "get-there" spirit need not be its only recommendation. The example of this railroad also can not be without its influence on other roads, as well as on the towns through which it passes, and the deserts of rails and gravel over which we travel at the present day may come in time to "blossom like the rose."

X. Y. Z.

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The annual meeting postponed from April 19th, 1904, was held in the Board of Trade Hall, Tuesday evening, May 10th. There was a fair representation of the membership at the meeting, and reports were read by the President, Secretary and Treasurer and a number of the standing committees.

It is over twelve years since the Board of Trade was reorganized and twenty-nine since the charter was granted. Since 1894 when the Board suffered severe losses in membership, leaving a depleted treasury, there has not been a year that has not shown some gain, and but for extraordinary expenses the last two years would have recorded a financial increase each year.

The Committee on Membership note an increase of thirteen members, showing a membership of 543.

Several of the committees reported very fully relative to the work attempted during the year.

William A. Lytle, W. H. Coughlin, George B. Buckingham, James E. Patten and Reginald Washburn were elected as Directors to serve for a term of four years.

George A. Park, George H. Vars, F. E. Olney, Walter D. Ross and William Forsberg were elected as Committee on Membership. Clerk, Charles Perkins Adams; Auditor, Charles A. Chase; Treasurer, H. Ward Bates.

In 1893 the Board of Trade conducted an excursion to the World's Fair at Chicago and again at the Buffalo Exposition, both of which contributed to the pleasure and convenience of many members of the Board and their friends.

It is proposed to conduct another this year to the Louisiana Purchase Exposition at St. Louis, and Harry W. Goddard, Paul B. Morgan and Charles L. Allen were appointed a committee to investigate the matter and ascertain the preferences of the members as to the excursion and the date.

The Board of Trade desires to keep informed of new enterprises, enlargement of old ones, and especially of new inventions which may form the basis of an increased business for Worcester manufacturers and mechanics. Of the new inventions we note a new pencil-sharpener, comprising a rotating steel cutter capable of imparting a cylindrical instead of a pyramidal point to the pencil, and in which the point of the lead is formed at the outer edge of the cutter, instead of toward the center, as in other sharpeners. This is the idea of Mr. A. B. Curtis of Reed & Curtis Machine Screw Company, who have long been known as the makers of other labor-saving devices for office use. Mr. Curtis has also perfected an adjustable bearing for lawn mowers made by the Worcester Lawn Mower Company, which enables a true parallel bearing to be maintained to the rotating cutter shaft, notwithstanding the continued use of the machine. It is such ingenious adjustment of means to ends requiring mechanical judgment as well as inventive skill that has earned for Worcester her reputation as a mechanical center.

BOOK DEPARTMENT.

The Slav Invasion and the Mine Workers. A Study in Immigration. By Frank Julian Warne, Ph.D. The J. B. Lippincott Co., Philadelphia. $1 net. 211 pages.

This book embraces a series of articles first published in the Philadelphia Public Ledger. The author by statistics, and deductions from them, tries to show that the Slav peoples are gradually forcing the Anglo-Teutonic elements out of the mining industries in Pennsylvania. He seems to think that in this fact there is a great peril to American institutions and ideals in those regions. The characteristics and qualities of the newcomers are impartially set forth as well as the objections and prejudices of their fellow miners. The obstacles arising from both make very serious the problem of assimilation of these foreigners, and Dr. Warne is of opinion that the solution must be reached through such organizations as the United Mine Workers of America. The public schools also have great influence, but for a limited period of course, and on the whole to Dr. Warne the outlook is hopeful. The recent strike in the anthracite coal fields is also clearly discussed.

THE WORCESTER MAGAZINE

Vol. VII. JULY--1904 No. 7.

Magazine and Municipal Comment.
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The Worcester Magazine.

Vol. VII. JULY, 1904. No. 7.

This magazine is published by the Worcester Board of Trade. Its read-pages are devoted solely to municipal development, good citizenship and the business welfare of Worcester. Space in these pages is not for sale.

MAGAZINE AND MUNICIPAL COMMENT.

WORK FOR BOARD OF TRADE COMMITTEES.

THE appended list of committees has been appointed by the directors of the Board of Trade for the current year, the first person named being in each case the chairman. The Advisory Committee and the fourteen standing committees indicate the scope of the work which the Board of Trade is prepared to undertake. Upon the directors rests the responsibility of seeing that each committee is held to a full performance of its duty by referring to each such appropriate matters as should come before it. No surer method can be adopted to reduce the efficiency of a committee to its lowest terms than to permit it to linger through several weeks of inactivity.

The Ways and Means Committee can do the Board a valuable service in bringing to maturity some of the plans proposed for a new building. The Committee on Manufactures has still the opportunity to unify the manufacturing interests to the end that through concerted effort Worcester may maintain her reputation for the skill and intelligence of her mechanics. The Committee on Statistics and Information can inaugurate a system of local statistics which would be of great value and convenience, and other committees face other opportunities for useful work no less imperative.

If committees are to perform no service, it were far better to discharge all Board of Trade committees and remove all ground for expectation on the part of the public.

That committee work shall be most effective it ought to be co-ordinated on some set lines of effort for the accomplishment of some specific objects, possibly requiring several months or even years for their complete fulfillment. For example, a card catalogue system of local statistics might make the Board of Trade a repository for a large fund of accurate information regarding our city which would be of valuable contribution to the study of social, civic and industrial conditions attracting the attention of publicists all over the country.

Any question about Worcester ought to find an adequate answer at the Board of Trade rooms, but such a comprehensive system requires considerable thought and investigation before it can be begun, and some members of the Committee on Statistics and Information have already a special fitness for just that kind of work.

The Committee on Education has an ample field for continuous and useful service in presenting to the citizens of Worcester a complete and detailed

statement of our present system of school collection, the permanent investment in educational appliances, and the annual cost of operation. The public needs to be better informed as to the apparent results of many of the new-fangled notions which the Commonwealth, ever anxious to do the best thing for her children, has incorporated into her school system within the past years, such as free text-books and compulsory attendance, to say nothing of the expansion of the school course.

Can any improvement be made in our evening or day schools, or has Worcester reached the high-water mark of educational methods? If the latter, it would be pleasing to our vanity to know it, and possibly we might render a service to more benighted localities.

A few matters and those of immediate and urgent interest have been referred to the Committee on Municipal Affairs, but there is a splendid opportunity for this committee in considering what Worcester will require in the next half century with its growing business and rapidly-increasing population. What narrow streets will within that period require widening, what crooked thoroughfares straightened, what new or enlarged recreation spaces will be demanded both for children and adults? What development of Lake Quinsigamond and its approaches will utilize to the utmost for both rich and poor this unique land and water scape of unequaled natural beauty and resource?

The time will sometime come when Worcester citizens will reflect with amazement upon the purblind indifference of the Worcester of 1904 to the possibilities of Lake Quinsigamond as a mere municipal adornment. Public sentiment not only needs arousing with regard to the Lake, but also to the opportunities afforded in the score of suburban centers springing up around Worcester and promoted by our excellent street car system, in order that the most may be secured in beautiful landscape effects, by the artistic laying out of streets and disposition of buildings, trees, shrubbery, etc., making each locality a local park of artistic interest as well as of utilitarian value. Occasionally, nature, driven to extreme necessity, interposes a determined protest, and by some inaccessible grade or rocky ravine obliges streets to be planned with graceful curves instead of checker-board regularity. Much might be done by cultivating public sentiment and by suggesting to our thrifty real estate promoters that a little expert advice before subdividing a tract might be a profitable investment. It is the universal tendency of cities to let matters of general public interest drift, and the Board of Trade committees can do no more valuable service than to withstand this overpowering disposition to *drift*. Some evil tendencies of municipal government have led to the organization of anti-graft societies. The Board of Trade should resolve itself into a permanent *anti-drift* association, with each of its committees a complete integral and active organization. No better committees of the Board have ever been appointed than those named by President Goddard and printed below.

Advisory Committee.—Rufus B. Fowler, Walter H. Blodget, Hon. Stephen Salisbury, Charles H. Morgan, Hon. Edwin T. Marble, Samuel R. Heywood, Hon. Joseph H. Walker, William E. Rice, Joseph R. Torrey, Hon. Augustus B. R. Sprague, Hon. Henry A. Marsh, Orlando W. Norcross, Dr. G. Stanley Hall, G. Henry Whitcomb, Matthew J. Whittall, C. Henry Hutchins, A. George Bullock, Francis H. Dewey, Edward I. Comins, Arthur M. Stone.

Standing Committees.—Ways and Means: R. James Tatman, Walter M. Spaulding, Henry S. Pratt, Hannibal A. Johnson, George H. Cutting, Edgar Reed, Arthur W. Parmelee.

Manufactures.—Alfred Thomas, John R. Back, James E. Orr, Harry G. Stoddard, Clarence W. Hobbs, Alonzo W. Whitcomb, Fred H. Cartwright.

Meetings and Receptions.—George F. Booth, Arthur C. Comins, William W. Johnson, Robert H. Chamberlain,

Freeman Brown, James Draper, William A. Lytle, Arthur O. Young, Charles F. Marble, Henry E. Townsend.

Mercantile Affairs.—Irving Swan Brown, J. Russel Marble, Otis E. Putnam, Walker Armington, Henry J. Gross, E. Avery Brewer, Elbridge G. Guy, James E. Patten, Albert A. Spaulding, Charles H. Carpenter, Joseph F. Sherer.

Transportation and Railroads.—Paul B. Morgan, William F. Whipple, Charles L. Allen, Reginald Washburn, Pliny W. Wood, A. H. Mirick, Walter D. Ross, Walter N. Gleason.

Statistics and Information.—James C. Stewart, Irving E. Comins, George B. Buckingham, Albert B. Curtis, Herman S. Hastings, Howard E. Sumner.

Arbitration.—George C. Whitney, Marcus L. Foster, Herbert P. Bagley, Walter C. Porter, Walter F. Davidson, Samuel D. Spurr, Richard Healy.

Legislation.—Hon. Rufus B. Dodge, Hon. Stephen Salisbury, George M. Rice, Burton W. Potter, Dr. Julius Garst, J. Lewis Ellsworth, Julian F. Bigelow, Charles T. Tatman, James Hunt.

New Enterprises. — William H. Coughlin, James C. Stewart, John A. Sherman, R. James Tatman, Charles P. Adams, Gilbert G. Davis, Charles Firth, Edward J. Cross, Thomas T. Booth, Albert S. Heywood.

Municipal Affairs. — William A. Lytle, William H. Sawyer, Walter E. Bigelow, William J. Denholm, James E. Orr, Richard H. Mooney, William G. Cummings, William H. Cook.

Taxation and Insurance.—Reginald Washburn, Harrison G. Otis, Charles E. Grant, H. Ward Bates, Waldo E. Buck, George H. Vars.

Foreign Trade.—Charles L. Allen, Edward M. Woodward, Ernest P. Bennett, Arthur H. Parker, Lewis H. Torrey.

Publication.—Rufus B. Fowler, Dr. G. Stanley Hall, Irving E. Comins, G. W. Mackintire, Milton P. Higgins.

Education.—James E. Orr, William L. Ames, Geo. F. Brooks, E. I. Comins.

PROPOSED PLAN FOR UNION STATION.

The present number contains a contribution to the plans for a new Union Railroad Station for Worcester, in the location proposed by the New York, New Haven & Hartford Railroad. The author is a public-spirited citizen of ideas, who is becoming well known through his advocacy of a bridge to replace the causeway at the Lake, a movement which has enlisted general favor. The Worcester Magazine hopes in a future number to present other plans and a wider discussion of the requirements of the traveling public and of the citizens of Worcester. The best can be secured only by a merciless criticism of whatever plans are presented, and the Worcester Magazine invites additional suggestions and a candid criticism at any time of those it may publish. Our Worcester readers may profitably preserve these articles relating to the station to aid in forming their judgment.

A review of the scheme given by Mr. Sawyer in this number has been promised for a later number by one who believes he can point out some defects in the proposed plan, both as to location and details. It should be noted in connection with the Sawyer plan that all passenger trains are brought within a train-shed, enabling passengers to pass from one to another under cover and at the same grade, and in advocating this Mr. Sawyer attempts to minimize apparent danger of crossing tracks at grade. Mr. Sawyer also secures an approach by carriage and street car to the level of the tracks, while the accessibility by the pedestrian is not so obvious.

Mr. Sawyer's elevation of the "depot yard" on the second story, with stores beneath, and with an abrupt deflection of the street car tracks and carriage drive thereto, is ingenious; and these as well as other details shown on the sketch accompanying his article will furnish an interesting study in the possibilities of the new location.

The plan of Mr. Sawyer, it should be stated, is radically different from that

proposed by the New York, New Haven & Hartford Railroad on the same location, and Mr. Sawyer does not emphasize the advantage of obviating the necessity of backing northern trains into the station, which was put forward as the chief if not the sole advantage of the new location by the advocates of the railroad plan.

THE PASSING OF THE OREAD.

THE passing of the Oread School of Domestic Science from Worcester to Baltimore County, Maryland, has removed from the city an institution that has given it wide prominence.

Henry D. Perky, a native of Ohio, now claims Worcester as his home, but all of his business interests are elsewhere. He is a striking example of the new century advertiser, his whole scheme and purpose being along lines of advertising. Impressed with Worcester's advantages he located here a few years ago, first as a manufacturer of a cereal, and later as a teacher of natural science cooking. As an illustration of what can be accomplished along advertising lines his results stand out with prominence. What Worcester once had now belongs to Niagara Falls and Baltimore.

The future of the Oread—the Worcester school—is not definitely known. Plans are not fully developed. Its name is attractive, bringing to mind one of Worcester's distinguished citizens, Hon. Eli Thayer. Fifty years this castle on the hill, unique in design and prominent in location, stood as a monument to its founder. While Worcester has always respected the founder and reveres his memory, it remained for Secretary of War William H. Taft, in Topeka, Kansas, Memorial Day, as the representative of President Roosevelt, to name Mr. Thayer as one of the country's heroes.

Mr. Perky has semi-officially announced that the Oread would be turned into a series of apartment houses, which means the entire reconstruction of the present building with additions. It is hoped the general design of the present building will not be altered, for there is no more attractive bit of architecture in the city,—a suggestion of the Rhine or some isolated spot in continental Europe. It has always been the admiration of visitors to the city, and from its doors have walked out into the world women who have achieved distinction in American life and activity. Let the Oread stand as a monument to him whose services to education were equal to his patriotic devotion to his country in public and private. S.

SECRETARY CHARLES E. SQUIER.

Mr. Charles E. Squier, whose duties as Secretary will terminate on July 18, when the office will be assumed by the Secretary-elect, Mr. Herbert M. Sawyer, has been Secretary of the Board since April, 1894, covering ten years of continuous service, and the most important decade in the history of the Board: a period showing a phenomenal growth in numbers, in resources, in public interest and in accomplishment of many important as well as countless minor services to the city of Worcester. In April, 1894, the chief asset of the Board was an indebtedness of nearly $1000, with a depleted treasury and an uncertain membership which, reduced by delinquents, proved to be less than 150 in number.

During the past ten years its membership has increased more than fourfold, and it has accumulated a comfortable surplus in its treasury. For nearly four years it has maintained the Worcester Magazine as a monthly publication, and has issued an edition of over 25,000 copies of an "Export Sheet," printed in four different languages, and distributed to United States consuls and to buyers in various foreign markets. Municipal street sprinkling, the extension of express delivery limits, special sleeping car service to New York, lower water rates, improved passenger facilities, revised classifications of freight rates, are among a few of the important matters

accomplished by the Board, and additional mention should be made of the work performed by various committees, especially those on legislation and municipal affairs, and by the special Committee on Grade Crossings.

Mr. Squier, in reviewing the ten years he has devoted to the interests of the Board, can take satisfaction that the organization has grown both in numbers and in influence. The members of the Board with whom he has been brought into contact, the directors and various committees whom he has served officially, can likewise recall with satisfaction his genial and urbane manner and his loyalty to the best interests of the Board.

SECRETARY-ELECT
HERBERT M. SAWYER.

Mr. Herbert M. Sawyer, who was elected at the last meeting of the directors as Secretary of the Board of Trade, has been connected with the Worcester Telegram for nearly fourteen years, and has had previous experience as a newspaper man. He brings to the office a thorough knowledge of Worcester and of Worcester's interests, and he has become widely known to Worcester citizens.

The office of Secretary of the Worcester Board of Trade has, within the last few years, become more important and responsible. The work of the Board is constantly being widened and requires on the part of its Secretary varied gifts of tact, good judgment, executive ability, business system, optimistic perseverance, and with a fertile imagination capable of devising high ideals of the organized activity toward which the Board needs to be persistently impelled. However perfect the organization, the Board is simply an engine, to which the Secretary must furnish the steam, and in most cases become also the engineer.

Mr. Sawyer has shown great capacity for work and versatility and force as a writer, and he can ask for no greater success than that his performance of the duties of Secretary shall equal the good wishes with which he assumes them.

METHODS OF IMPROVING THE COURSE OF STUDY IN THE PUBLIC SCHOOLS.

II.

[The first of these articles was published in the June number of this Magazine.]

ANOTHER form of manual training should find a place in the school programme, although not usually considered a specific preparation for wage-earners, viz., domestic science, sewing and cooking. The value of this subject for the girl who leaves school at fourteen and goes to work is two-fold. A knowledge of sewing and cooking is beneficial to the girl no matter what her occupation, and it is also beneficial to the girl in her future home; it may also serve as a preparation for an occupation. Many girls who leave school at this age go into dressmaking shops, and the crying need of the dressmakers in Boston is "more help." If girls leaving school could do some one part of dressmaking well, as, for example, making buttonholes, hemming, etc., they could find good positions. Miss Gillespie, superintendent of the Co-operative Employment Bureau in Boston, tells me that she could place most of the girls who come to her in dressmaking shops if they only knew some one part of dressmaking, or even if they had an ambition to learn some one part. The demand for dressmakers may not be equally large in all places. With regard to cooking, one of the best ways to benefit wage-earn-

ing girls would be to direct more of them into household service. Household aids are by far the most healthy class of wage-earners, and their remuneration compares most favorably with that of other occupations; besides, the demand everywhere is greater than the supply. This need has become so urgent in Boston that the Domestic Science Committee of the Woman's Education Association has established a household aid company, which has two aims: first, to induce girls with at least a grammar school education to study the scientific principles of housekeeping for the purpose of engaging in household service; second, to make household service an attractive occupation to girls of fair intelligence. There is no doubt that a carefully constructed course in cooking in the schools would tend to do away with much of the prejudice that American girls have toward housework, and would lead many who would otherwise go into factory life into a healthful and a remunerative occupation. I would allot seven hours a week for the general subject of drawing and manual training, or one hour less than that devoted to language.

I have based the allotment of time to be devoted to each of the subjects named upon the relative influence that each will have in preparing the child for the very best life, and in answer to the question: What are the specific methods of improving the course of study so that it shall answer more nearly the needs of that class of children who leave school at fourteen years of age? The list of subjects is identical with that now found in the present course of study. The method for improvement does not lie in the elimination or addition of any subjects. There is one striking change, however, namely, in the time allotment and the greatest change is found in drawing and manual training. In other words, the specific training for the industrial needs receives a larger share of the time. I have given it seven hours a week out of the twenty-five, the usual time being an hour and a half or two hours. Another change is the content of subject matter that is to be given under each subject. Under some subjects omissions have been made; under others, additions. The principle of selection has been to construct an organized body of knowledge under each subject that will contribute most directly in preparing the child for his social and industrial needs. Such an organization of the subject matter will eliminate the over-crowding that is almost universal in the schools.

We come now to the application of the question with which we started, to that class of pupils which completes the grammar school course. The social and industrial needs of this class are not strikingly different from those of the children who leave school at fourteen. Hence, the same subjects should be offered, the same time allotment should be given. The organized body of knowledge, however, under each subject should be extended and elaborated, but should contain no detail that does not directly influence these particular children to form high aims, high ideals, that does not give them resources for their leisure time, and a preparation for their work in life. The new subjects that are introduced into the upper grades of the grammar school, namely, algebra, formal geography, and a formal language, should not form a part of the equipment of this class of pupils, if we adhere to our principle of selection. None of these subjects will probably be used by these children after leaving school. They do not furnish resources then and they are not especially adapted to the development of high ideals. It has been urged that a school progamme that does not offer these subjects to these children is undemocratic, for it is said that every child should receive a taste of the higher knowledge, and especially should come into contact with some language beside his own. That this argument has been refuted by what I have already written, I feel assured. With regard to the taste for the higher knowledge, so called, we who have had experience in teaching the ele-

ments of formal geometry, algebra, and a foreign language to grammar school children, know how little real knowledge of these subjects can be given to the children that will be a permanent possession. The elimination of these studies, then, is one method of improving the course of study for the second class of children. The other methods are in the main similar to those applied to the first class. These improvements, however, necessitate a fundamental change in the organization of the school programme. It means the abolishment of the single course of study now prevailing in the pre-high school course. It is evident that the children who are going on to the high school have different needs from those who leave at the age of fourteen or at the end of the grammar school, and therefore their course of study should be adapted to their needs. This leads to a consideration of the methods of improvement for the third class of children, namely, those who complete the high school. Here, as in the first two classes, there must be an organized body of knowledge under each subject that will, with the greatest economy, prepare these children for their social and industrial needs. The different subjects, moreover, should be apportioned to different children according to their specific needs. I am in favor of the free elective system as it is organized and carried out in most of the high schools in Boston. This system allows a pupil who is pursuing classical studies to take up the study of manual training if he wishes to, and it also permits a pupil who is pursuing technical studies to study Greek if he wishes to. The elective course system, the system that is most common, does not usually allow this. So much, then, for the course of study and the methods of improving it under the present organization of the schools. The industrial needs of the children, however, can not be fully realized under this organization. There must be new schools. The first one that I should mention is that described by Arthur L. Williston of Pratt Institute. Mr. Williston has for over ten years come into contact with boys whose school equipment does not assist them in earning their living. He recommends:

"Day trade schools of a very practical character, where young men, and I should say young women, to whom another year or perhaps two of school is possible, can acquire a technical skill and efficiency in any one of a very large variety of trades, which will give them immedaite help in securing profitable employment, and so ground them in the principles underlying their work that they may hope soon to become intelligent and skilled mechanics.

"Such schools may not aim to graduate finished mechanics, but they can turn out advanced apprentices, trained in method, understanding the relation between cause and effect, and the simple principles of science as applied to their work, full of ambition, and skilled enough to make them sought by employers. In the short time available, what type of education could hope to do more?"

These schools should be open to the first class of children. There are three main causes why this class of children leave school when they are fourteen years old: first, because of absolute necessity; second, because they do not believe that another year or two in school will be of enough practical benefit to them in the competition for a livelihood, and third, because they fail to find in the school that which attracts them, or at least not in sufficient quantity or intensity to hold them. The larger part of the first class of pupils undoubtedly fall into the last two divisions. If there were day trade schools of the kind that Mr. Williston describes, and if the manual training were of the kind I have described, there would be comparatively few children leaving school at fourteen. It is also evident that these schools can be used most advantageously by the second class of pupils, who find it possible to spend another year or two in school. The establishment of another school also described by Mr. Williston will enable more of

the third class of children to prepare for their industrial needs. Such a school he describes as: "Elementary day technical schools, for those who can devote the necessary two or three years, after completing the elementary schools, for teaching the applications of science and art to all manner of industries.

"The Lowell Textile School is an example of this type of school. It is well known that the truths and methods of modern science are immensely helpful to the leaders in the industrial world, but it has also been demonstrated that, if taught rightly, they are no less helpful to the men in the ranks."

It should be noted that Mr. Williston has outlined the functions of both of these schools after a thorough analysis of the industrial situation, and after a due consideration of organized labor toward such schools.

I have outlined a general scheme for a system of public education that aims to prepare children to become members of our present society, but I have made no reference to educational extension, namely, evening schools, educational centers, free lectures, etc. That is a whole chapter by itself; but it is co-ordinate and should be intimately related to the day school system.

We can not fail to be impressed with the broad scope of our public educational system and with the influence that it exerts on every department of our public life. We are also impressed with its great complexity, and we are convinced more and more that the task of constructing this scheme so that it shall accomplish what we want it to accomplish, belongs only to those who have a clear perspective of sociological conditions, and who have also a definite knowledge of the subject matter and of the underlying principles of education.

I have appended a time schedule of the different subjects enumerated for a school week of twenty-five hours:

TIME SCHEDULE	SCHOOL WEEK		25 HOURS	
Language	8 hours	480 min.	96 min. a day	
Arithmetic	3 "	180 "	36	"
Geography	1 hour	60 "	12	"
Elementary science	50 min.	50 "	10	"
History	1 hour	60 "	12	"
Drawing / Manual training	7 hours	420 "	84	"
Physical training	50 min.	50 "	10	"
Music	50 min.	50 "	10	"
Recesses	2 hours	120 "	24	"
Opening exercises	30 min.	30 "	6	"
	25 hours	1500 "	300	"

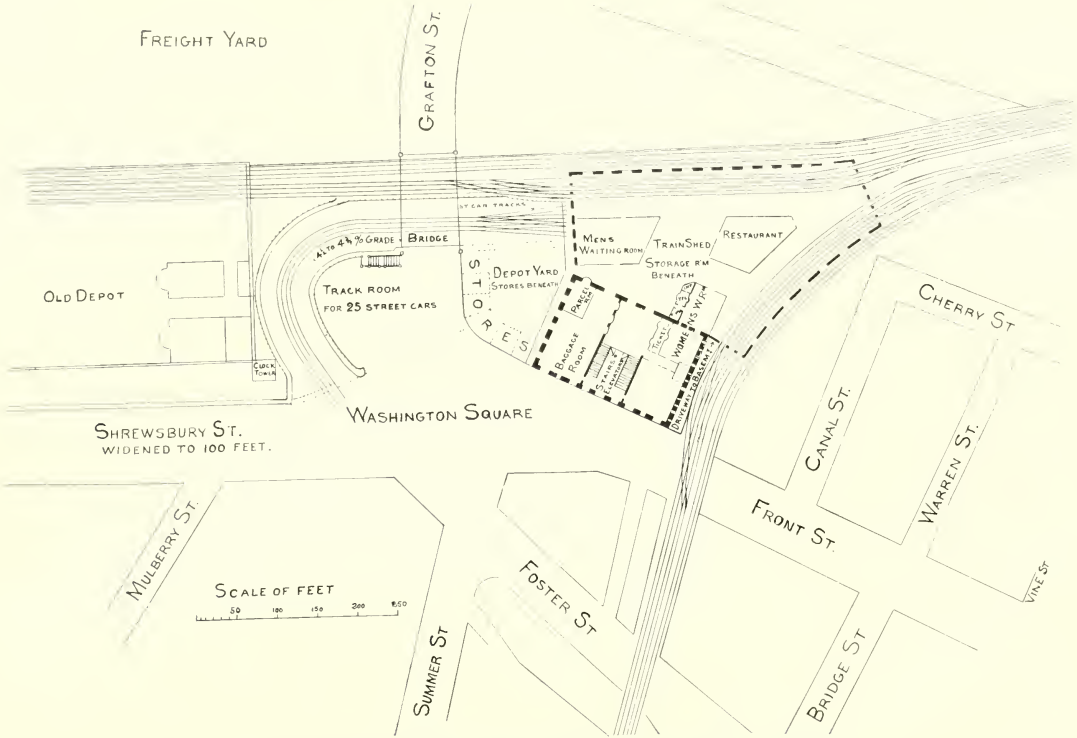
FANNIE FERN ANDREWS.

A PLAN FOR THE UNION STATION.

THE assertion is often made in and of Worcester that there is no city in the country where public questions are so thoroughly and carefully discussed as in the Heart of the Commonwealth. There seems to be a determination in Worcester to have public improvements done right or not at all. All its citizens believe that the best is none too good and selfish interests seldom prevail. When a case can be cited, as can be done of Worcester, where public interest became so active and insistent as to force the abrogation of a contract made and executed by the city government after work under the contract had actually begun, the above assertion is not likely to be contradicted.

Thirteen and one-half years have passed since the general public became participants in the grade crossing controversy; Dec. 8, 1890, being the date upon which the Board of Aldermen met and took steps to recede from the position a too hasty acceptance of the grade crossing act at a prior date had committed the city.

Petitions with yards of names were presented at that meeting remonstrating against the plan of sinking all the streets which crossed the southern road at grade between the Union Depot and Madison Street, nearly the total number of feet required to separate the grades, thus making tunnels of the streets within the railroad bounds. At this meeting was passed



A PLAN FOR THE UNION STATION, PROPOSED BY THOMAS J. SAWYER.

the order for the first expert commission to determine as to the best method of abolishing all grade crossings within the city limits. From that time to the present the vigilance of the general public has never relaxed. Step by step the problem has been worked out, expert commission has followed expert commission, and a citizens' commission has also been appointed to lend aid and counsel. Neither money nor time was allowed to count in the effort to have the ideal plan adopted of depressing the track, but the verdict of all commissions was against it, the elevation of the tracks had to be recommended and the other plan listed in the class of things unattainable.

A mutually satisfactory plan has now been agreed upon with regard to the separation of grades at street crossings south of the Union Station, the only question of difference remaining to adjust being the proper location of a Union Depot.

In the year 1890 the Boston & Albany Road assumed the role of a tyrant towards the city, and showed every disposition to force the city to follow out the plan of tunneling its streets. To-day the city and this road come forward hand in hand in favor of a plan for reconstructing the present Union Depot.

The New York, New Haven & Hartford Railroad Company, which in the meantime has become a monster corporation, demands a new site further south that will better enable it to handle the traffic conducted by and between it and the northern roads over the viaduct, and the citizens at large, while somewhat divided on the question of selecting a new site, are generally in favor of taking more time for considering the question. No great enthusiasm has yet been manifested toward any suggested sites away from Washington Square. Depots have been located there since railroads first entered the city, and the city in its growth has adjusted itself to this as a permanent depot location. From it, diverging streets lead to all points of the compass and make it as accessible, if not more so, than is possible with any site elsewhere. Fortunately, with respect to this location, it is not a case of Hobson's choice. Another site on the square has been brought to notice by the New York, New Haven & Hartford Company which it says is adapted to its purpose and to the Boston & Albany business as well. The triangular plot of ground is proposed, bounded by the viaduct on the northwest, the Boston & Albany line on the south, with the south line of Washington Square forming the base.

The New York, New Haven & Hartford Railroad was unfortunate in creating a prejudice against this site by presenting a plan for its development at variance with the ideas of the people as to what a depot should be. It showed no building worthy the name of a Union Depot, and wiped the open square off the map.

The plan accompanying this article is presented as a study in possibilities with a depot situated in this location. By this plan no change is made in the lines of Washington Square, and none in the lines of Grafton Street from plans already adopted or agreed upon by the Grade Crossing Commission. With the exception of the Union Depot problem it leaves the work already accomplished by that commission undisturbed. This plan contemplates the erection of a large and substantial building on the square, having a frontage of approximately 175 feet, with a depth of 125 feet, and height proportioned to its ground area, to be called the Union Depot. Joined to this in the rear is a train-shed one story high, having its walls so placed that all freight trains pass on the outside and passenger trains only enter the enclosure. The floor of this train-shed is level with the tracks, and is intended to extend in the form of a covered platform between the two systems of tracks as far as Green Street, there to connect with the street level by means of steps or inclined plane, or both. To the east of this building there is an open yard, containing approximately

20,000 square feet of surface, connected to the square by a wide approach of easy grade passing over Grafton Street on a bridge. This bridge is the same as is already designed for the tracks to connect with the present station, the roadway or approach taking the place of those tracks that under the new plan would be diverted north over the viaduct. This approach covers the same ground and displaces the front section of the present station to the same extent as the relocation of Grafton Street displaced it under the plan shown by the New York, New Haven & Hartford Railroad. It is intended to be fully as wide as Front Street, so as to permit the passage of two lines of street cars and every other form of vehicle. Between the main building and the bridge, beneath the yard, could be grouped a number of small stores, the elevation of the yard above the street level being sufficient to allow for a water-tight and safe form of roof construction to maintain any load that will ever be placed upon it. When this plot is thus transformed, the assessed valuation will approach very near to that at present, and the investment will prove a profitable one to the owners. Only a section of the first floor in the center will be needed for station purposes, sufficient for two sets of broad stairways and passage between, for the location of one or two elevators. The second floor, on a level with the tracks, would all be needed for the depot, and the floors above could also be devoted to transportation purposes. All the conveniences provided in our present station are duplicated here, but on a larger scale.

The men's waiting-room as shown contains fully fifty per cent. more room; the women's waiting-room twenty-five per cent. more, with chance for extension; the restaurant fifty per cent. increase; and the baggage and parcel rooms twice the area of their present quarters. The baggage-room as placed permits the direct transfer of baggage between passengers and cars with the least possible lifting and delay, and without recourse to elevators. No baggage elevators would be needed under this plan, and only one passenger elevator for strictly depot business. Two are shown under the supposition that the services of a second one would be called for by tenants of the building. At least nine elevators are planned in the scheme for reconstructing the present station.

It is plain from the plan that no material change in the existing order of things is required at the square in the management of street car traffic, or in the location of tracks. Tracks could be laid in the space bounded by the curved walls of the approach and the east line of Grafton Street, whereon spare cars could stand when crowds of excursionists were to be taken care of, and suburban lines to the square make it their stopping-place. This plan is not put forth as complete or perfect in its details. No ordinary craftsman could be expected, in a subject of this kind, to produce results satisfactory to all parties concerned, but this plan is offered as embracing all the practical and convenient features of a depot possible outside of a terminal station, and this has been the verdict of those who have examined it.

The division of the railroad systems whereby the east and west lines pass through one side of the station and the north and south lines through another side makes possible at this point of divergence what is not possible elsewhere along the lines of the two systems where they run parallel upon the same road-bed, viz., convenience of a station wherein passengers enter and leave their trains at the *street level*, which convenience we now enjoy, without the danger, confusion and obstruction that now exist. In the plan for reconstruction of the present station every passenger will have to climb stairs to reach his train, and passengers desiring to change cars must pass both down and up such stairways to make connections, or resort to elevators.

In the new location no such hardship need be inflicted on the traveling public. While it is a Union Station in

name, yet in its practical operation it has the characteristics of a way station, or two way stations, to be more correct, and the danger to passengers is no greater than exists at any way station. Evidently, there is no more necessity of adopting the underground corridor and stairway method here than there would be at a station like Westboro.

One important regulation conducing to safety would require through trains of both systems to enter and pass through the station on the outer line of tracks. Passengers from these trains would undergo no danger from local trains standing in the stations, and passengers of local trains would not be forced to step foot upon through tracks. This would give absolute security in the northern system, and equally so on the Boston & Albany, except at such times as east and westbound trains entered the depot together. Depot regulations might prohibit this, but if such conditions must be allowed, then the same arrangement of stairways under tracks could be established between the two through lines and the interior of the train-shed as we find in the present station. A line of gates could also be erected between these tracks to be open at all times except upon the occasions above referred to. Notwithstanding conditions within the present Union Station are pronounced hazardous and have always been so considered since the station was established, no serious or fatal accident has ever befallen a passenger by crossing the tracks. While there appears to be danger, yet it is more imaginary than real, as the above fact proves. Under the new plan of divided systems this danger almost disappears, so much so that the probability of an accident is altogether too remote to justify any special expedients for its prevention. It would, therefore, seem somewhat strained to call the track locations in this station "grade crossings," and put the great multitude of travelers who are to use the station for years to come to the inconvenience of resorting to stairs to make their train connections. Not one thousandth part of the danger would menace a passenger in this station that to-day surrounds a person who undertakes to board or alight from a street car on Main Street between Park and Exchange Streets during business hours.

One of the valuable and important features worthy of mention, which tends to adapt this plan to the anticipated growth of the city, is the provision of two main entrances with a third minor and auxiliary one connecting the station with Trumbull Square. Passengers conveyed to or from the station in carriages would use the entrance at the train-shed, but street car patrons would be divided about equally between this and the street entrance. The same lines of city cars that now connect with the station and pick up transfers at the City Hall would run into the station grounds. Suburban and all other city lines which now pass the station would receive and discharge at the street entrance. The various lines running over Green Street would, doubtless, discharge a large percentage of depot passengers at the Trumbull Square landing.

Before the present year is passed this subject is expected to absorb considerable attention. Not until fall is it likely to come up in a practical way. To push this plan forward at this time may appear to some premature, but commendation from many experienced travelers who have become familiar with all types of stations seems to make it a duty to propose it. If it has pronounced merits, time will not dim its advantages, but rather stimulate a desire to secure them and diminish the chance of a less worthy scheme being accepted.

It is the hope of the writer that this article may at least incite others better qualified than himself to contribute their suggestions toward the solution of an important problem, requiring good judgment and a wise foresight of the future needs of the city.

THOMAS J. SAWYER.

THE LOUISIANA PURCHASE.

IT may appear somewhat unusual that the Worcester Magazine, which is devoted to the welfare of Worcester, and so is primarily local in its scope, should publish an article upon the Louisiana Purchase. At first sight, this subject may seem somewhat foreign to the purposes of good citizenship and municipal development to which this magazine is devoted; in classic phrase it may be asked, "What's Hecuba to him, or he to Hecuba?"

But on a further consideration, since one of the elements of good citizenship, in fact perhaps the chief element, is a feeling of patriotism, and as national pride, in America at least, takes precedence of civic pride, it will be admitted to be most fitting for this Magazine to briefly sketch an incident in the history of the United States to which its present position is due in no small measure, and without which its glory and grandeur, both now and in the future, would be impossible.

One hundred years ago the 30th of last December the transfer of this vast western country to the United States was accomplished. In celebration of this event the Louisiana Purchase Exposition is now being held in the city of St. Louis, the magnitude of which threatens to obscure the deeds which are commemorated. And the very greatness of this fair furnishes also another reason why the story of the Purchase itself should be emphasized, that its importance should not be forgotten, eclipsed by the splendor of its remembrance.

The country drained by the Mississippi River was explored by La Salle and occupied by France from the Great Lakes to New Orleans, which country held this vast territory throughout the wars of the middle of the eighteenth century. At the end of almost seventy-four years of warfare, when France was overcome, she released to England all claim to the country east of the Mississippi and transferred to Spain the territory west of that river, to repay that nation for her losses incurred as the ally of France. And Spain continued as its sovereign until Napoleon procured its retransfer in 1800. The object of the First Consul was probably again to build for France a colonial empire, and he is reported to have said, "Whatever nation shall hold the valley of the Mississippi will be the most powerful nation on the earth." Its importance was already apparent to the inhabitants of what was then the western portion of the United States, and the people of Kentucky, Tennessee and the Northwest Territory were determined to obtain the free navigation of this great river. In the hands of Spain this had been granted, but the greater power of France as well as its already expressed intention to restrict free navigation, clearly indicated an approaching crisis, having for its focus the city of New Orleans. As was said by President Jefferson, "There is on the globe one single spot, the possessor of which is our natural and habitual enemy. It is New Orleans, through which the produce of three-eighths of our territory must pass to market; and from its fertility it will ere long yield more than half our whole produce and contain more than half our inhabitants. France placing herself in that door, assumes to us the attitude of defiance. * * * The impetuosity of her temper, the energy and restlessness of her character, placed in a point of eternal friction with us and our character * * * these circumstances render it impossible that France and the United States can long continue friends when they meet in so irritable a position." And instructions were given to the ministers of the United States abroad to approach Great Britain, who was regarding these new measures of France with a jealous eye, with proposals of an alliance with war upon France as its intention and object.

But it was determined to make first a peaceful effort to secure what was felt to be a necessity for our continued

existence, and Mr. James Monroe was dispatched to France as envoy extraordinary to negotiate for the transfer to the United States of the left or east bank of the Mississippi, including the city of New Orleans. If France should determine to refuse to the United States the free navigation of the Mississippi, the instructions to Mr. Monroe and to Mr. Livingston, the resident minister, contemplated "war as inevitable." All that was desired or thought of, however, in entering upon these negotiations was the transfer to the United States of all the territory east of the Mississippi, and the establishment, therefore, of that river as the boundary between it and Louisiana. Failing in this, it is probable that the United States envoys would have been contented with a definite pledge for the free navigation of the Mississippi River.

The authority upon and historian of the Louisiana Purchase is the Marquis de Marbois, who was a prominent official under the old régime; who was Consul General to the United States from 1779 to 1785, and who, while in this country, married a Philadelphia lady. Monsieur Marbois was imprisoned during the Revolution and was freed only by the fall of Robespierre. Under the Directory he was banished, but was recalled in 1801 to take the position of Minister of the Public Treasury, which office he held during the negotiations in regard to Louisiana. He was, therefore, peculiarly fitted by experience and training to appreciate the claims of the United States, and he was not unfriendly to them. In 1830 Monsieur Marbois published a "History of Louisiana," in which he has recorded an impartial, accurate and historical account of the "cession of that colony to the United States," and has transmitted to posterity his intimate and unexcelled knowledge upon this subject. By the relation of Marbois it is apparent that Napoleon was aware of the value of Louisiana to France as well as of the danger from England by its continued possession. As the English controlled the sea, the conquest of Louisiana by them would have been easy, and as Napoleon expressed it, "I have not a moment to lose in putting it out of their reach. I know not whether they are not already there. It is their usual course, and if I had been in their place, I would not have waited. * * * I think of ceding it to the United States. * * They only ask of me one town in Louisiana, but I already consider the colony as entirely lost, and it appears to me that, in the hands of this growing power, it will be more useful to the policy and even to the commerce of France than if I should attempt to keep it." These remarks were uttered by Napoleon in a conversation with Marbois, his Minister of the Treasury, and Berthier, his Minister of War, on the 10th of April, 1803. Berthier opposed this cession and Marbois favored it, and on the following day Napoleon informed them that "he renounced Louisiana," and conferences were immediately begun by Marbois with Livingston, the United States minister, without waiting for the arrival of Monroe. The latter, however, reached Paris a day or two after these events, and the three exceptionally able men, Marbois on the part of France, and Monroe and Livingston on the part of the United States, entered at once upon the negotiations. Both Monroe and Livingston were struck with surprise at the propositions of France, and to quote Marbois, "Deliberation succeeded to astonishment. The two joint plenipotentiaries, without asking for an opportunity for concerting measures out of the presence of the French negotiator, immediately entered on explanations, and the conferences rapidly succeeded one another." Two novel questions were before the United States representatives: (1), was it desirable for the United States to secure the whole of Louisiana? and (2), what was a fair value for the United States to pay for its acquisition? Although the instructions from Washington did not touch upon either of these questions, being wholly unthought of by the United States government, in

twenty days from the arrival of Monroe the cession had been agreed upon, the price determined, and the papers drawn up and signed. By one paper France ceded full sovereignty of Louisiana to the United States forever, and by the other two the United States agreed to pay to France twelve million dollars, and to pay certain claims on the French government by citizens of the United States amounting to about three million more.

Marbois, in thus obtaining practically fifteen million dollars for Louisiana, bettered the instructions of Napoleon, who had put the lowest price at ten million dollars, while on the side of the United States the greatness of the bargain secured has been the admiration of all subsequent historians.

The result of this treaty was summed up by Livingston, who said at the conclusion of the negotiations, "We have lived long, but this is the noblest work of our lives. The treaty which we have just signed has not been obtained by art, or dictated by force. Equally advantageous to the two contracting parties, it will change vast solitudes into flourishing districts. From this day the United States takes its place among the powers of the first rank, and the English lose all exclusive influence in the affairs of America."

The remark of Napoleon on signing the treaty has often been quoted: "I have given to England a maritime rival that will sooner or later humble her pride."

The surprise of the government and people of the United States may be imagined when the news, slowly traveling after the limitations of those days, reached America. The constitutional question for a time caused Jefferson to deliberate, but though he held the acquisition to be unconstitutional, as stated by Edward Everett, "he broke the Constitution and gained an empire." Even the desirability of the acquisition so clearly apparent at the present day occasioned some discussion, and the Federalists were inclined to agree with Fisher Ames of Massachusetts, "The Mississippi was a boundary somewhat like Governor Bowdoin's whimsical all-surrounding orb—we were confined within some limits. Now by adding our unmeasured world beyond that river, we rush like a comet into infinite space. In our wild career we may jostle some other world out of its orbit; but we shall in every event quench the light of our own."

The boundaries of the province of Louisiana, especially toward the west, were indefinite and obscure; they were not finally settled until the Mexican War and the Ashburton Treaty, as a result of which the outlook of the United States on the west rested on the Pacific. The actual physical increase of the United States by this purchase was to more than double its territory, adding to it about nine hundred thousand square miles. It gave to the United States the basins of the Mississippi River and its tributaries, probably the richest interior basin in the world, and extended its domain to the Rocky Mountains. Under the inspiration of this great addition the later territorial acquisitions of the United States were made, and, without it, it is probably to-day undisputed that even the future corporate existence of the United States would have been impossible.

At the time of the Purchase the entire white population of Louisiana was less than fifty thousand. To-day it has become fourteen million, and its development in riches, resources and population has only just begun.

If the Columbian Exposition at Chicago eleven years ago commemorated an event of vital interest to both Americas, the Louisiana Purchase Exposition celebrates an event no less vital to the United States, and which, if it had happened differently, would have completely changed the history of the New World.

H. W. F.

SOME LESSONS IN ECONOMICAL LIVING.

The following article is a study in dietetics containing five dietaries arranged by students of the Oread Institute in Domestic Science, with a short explanatory introduction by Miss Clark of the Oread faculty in charge of that department. It affords an illustration of the modern science movement as applied to cookery which considers the ways and means of restoring the waste of the human system, much as an expert engineer watches the consumption of coal and water and the production of power in his engine. It has little to do with "angel" cake or frosting, and is a long venture from the typical cook book.

The Worcester Magazine by its publication is doing an important service in promoting good citizenship, for men who do its cooking determine the character of a nation no less than they who make its laws or write its songs.

"THE cheapest food is that which supplies the most nutriment for the least money." With this principle in view the dietaries exhibited at the recent Oread Institute commencement in the cookery department were worked out. These cheap dietaries attracted much attention, and so much surprise was expressed at such appetizing dishes that we take pleasure in explaining how they were determined.

Dietetics is based upon a knowledge of the composition and nutritive value of foods. The composition is determined by chemical analysis and the nutritive value by experiments in feeding certain kinds of foods to men and animals, and by observing the kind and amounts of foods eaten by healthy families.

Foods serve a variety of purposes in the body. The protein group, best represented by meat, eggs, milk and beans, are tissue-builders, and only to a small extent are used by the system for heat and energy. The carbohydrate group, composed of starches and sugars, is a valuable source of heat and energy. Fat, both animal and vegetable, have high heat and energy power, being two and one-fourth times that of starch. After these organic elements are obtained, the minerals are left, common ones being calcium, potassium, phosphates, sulphates and iron. These are important in the structure of bone and for keeping the blood and the glandular secretions in proper condition.

The body is very frequently compared with a machine or an engine. It must be kept in repair, it must have fuel to run. The fuel contains potential energy, which upon consumption is transformed into heat and power. "The potential energy of food is transformed in the body into heat and mechanical power. The heat is used to keep the body warm. The mechanical power is employed for muscular work." The body differs from the engine in that it can use its own substance for fuel, and is much more economical.

Experiment and observation have shown that a healthy individual at moderate work requires about four times as much carbohydrates as protein and fat. In the purchasing of food the most expensive is the animal protein. The close observer of these dietaries will notice that the allowance of meat is small, beans, peas and oatmeal being a much cheaper source of protein. He will also notice that cornmeal and rice and potatoes are very cheap sources of carbohydrates, while the amount of expensive fat in the form of butter is very small. Dried apples, prunes and dates were an inexpensive but valuable source of sugar.

The following dietaries represent a part of the regular school work and were planned by students for a workingman's family of six, consisting of two men, two women and two children, the cost per person ranging from six to fifteen cents per day. The prices were retail. The total quantities of food elements allowed were based upon a European standard that differed from the American standard in containing less fat. Twenty-one ounces protein, twelve ounces fat, and seventy-six ounces of carbohydrates, water not being counted, are sufficient to keep six people in perfect health.

Skillful cooking, economy, and attractive serving make these simple dishes most palatable.

MATIE PEARL CLARK.

No. 1, Costing Six Cents per Person, by Miss Hallie Scruggs.

Breakfast

Corn-meal Mush
Milk
Sautéd Potatoes
Bread

Luncheon

Baked Beans
Bread and Butter

Dinner

Corned Beef and Dumplings
Potatoes
Dried Apples Bread

No. 2, Costing Eight Cents per Person, by Miss Mary Wallace.

Breakfast

Oatmeal
Sugar Milk
Milk Toast

Luncheon

Dried Split Pea Soup
Cornbread Butter
Baked Apples
Sugar

Dinner

Irish Stew
Rice
Whole Wheat Bread Butter
Milk Sugar

No. 3, Costing Eleven Cents per Person, by Miss Anna Clark.

Breakfast

Farina, Sugar and Milk
Creamed Chipped Beef
Buttered Toasted Crackers
Cocoa

Dinner

Bean Soup
Browned Veal Stew
Baked Potatoes
Rye Bread Butter
Apple Tapioca Pudding

Supper

Hasty Pudding Milk
Cheese (Whole Cream) Zwieback
Sliced Bananas

No. 4, Costing Fourteen Cents per Person, by Miss Clara Burgoyne.

Breakfast

Stewed Prunes
Rolled Oats, Milk and Sugar
Beef Balls Potatoes
Chocolate

Dinner

Braised Beef with Toast
Baked Potatoes
Poor Man's Rice Pudding

Supper

Pecan Nut Sandwiches
Baked Apples
Milk

No. 5, Costing Fifteen Cents per Person, by Miss Louise Barber.

Breakfast

Farina with Dates
Milk and Sugar
Bacon
Toasted Bread

Luncheon

Beef Stew
Rye Bread Butter
Dried Apples and Sugar

Dinner

Bean Soup
Macaroni and Cheese
Bread
Prunes and Sugar

The Worcester Magazine, beginning with the August number, will be under the editorial management of Herbert M. Sawyer, recently elected Secretary of the Worcester Board of Trade.

The Publication Committee, which has conducted the Magazine since January, expects to inaugurate some new plans during the coming fall for increasing the value of the Magazine.

The committee will welcome brief contributions from citizens, and they earnestly solicit their active aid in making the Magazine fully representative of the city of Worcester in both its reading and advertising pages.

FINANCES OF WORCESTER.

WORCESTER people do not give much of their time to analysis of the city debt statement which is published every month by the city auditor. Statistics do not attract, and yet this statement should be of vital importance to the tax-payer. It is his only means of knowledge of the disposition of the city's money. The cry of extravagance, which serves as a check on the City Council, gives an impression that Worcester is piling up a debt resulting in a high tax rate in the future. This is not true. There are few cities in New England that can boast of so good a financial showing.

Six months of the financial year have passed and the debt statement for that period is particularly interesting. The draft shows there has been expended $31,000 more than during the same period last year, and the net debt has decreased $129,739.93. This is nearly $28,000 lower than two years ago, when the city congratulated itself on its showing. If the city does not use more than the liquor license money to help out the several departments during the remaining six months, the same reduction of the net debt will be shown at the close of the year. At the present time the net debt is $6,085,628.16, and one year ago it was $6,215,368.09.

During the six months ending May 31 there was expended for all purposes $1,465,031.08, which is $31,000 in excess of the expenditures for the same period in 1903, but none of the liquor license money was used. This increase in expenditures shows no curtailment of expenses, and also shows a fair comparison with any six months of recent municipal financial history. The City Hospital running expenses were $7476.50 more than during the first six months of 1903, this being a permanent increased cost of management of the enlarged institution. In the item of salaries in the School Department there is an increase for the six months this year of $9680.80 over the first six months of 1903. These are the two principal items of increase and will be permanent. An important item of detail is the increased revenue of $15,000 from use of water. This shows some activity in the Water Department, a direct result of a bit of agitation during recent administrations.

By keeping down the loans for permanent improvements—that is, those which will outlast the term of years for which the loans are made—running the city on its ordinary revenue and showing a reduction of the net debt at this time, indicates that at the close of the year an exceptionally good showing will be made—a larger reduction than was anticipated and greater than has been made for several years.

The debt of the city is about two times as great as the law of the State allows. The city has obtained permission from the Legislature to borrow money for sewer and water works extensions and improvements which are outside the debt limit. While no law has been violated, Worcester still has a debt twice the amount intended municipalities should have, based on the valuation. This shows the necessity of reducing the indebtedness, and it can be done without curtailing necessary improvements. This is not a discouraging statement, by any means, for compared with other cities throughout the Commonwealth the showing is good. This city has something to show for its debt.

Worcester raises about $2,000,000 by its tax levy. Besides this, it expends all the ordinary revenue and all the money received from corporation and special taxes—such as street railways—and expends all moneys received from liquor license fees, and in addition borrows about $300,000 for permanent improvements. It all amounts to $3,000,000 in round numbers—$2,000,000 from tax levy and $1,000,000 from other sources. This is about all that

is absolutely required for running expenses and improvements in any one year. This course, if persisted in for a number of years, would result in an average tax rate of $16 per $1000 for the city of Worcester, which is a trifle under the average tax rate for the State for the past year. This would make Worcester the best place possible for residence or for manufacturing, at least so far as the tax rate is concerned, and other advantages are equally as attractive. It can be done because the increased valuation can take care of the increased expenditures.

Economy directed from the Mayor's office can make all this possible, and the showing of the six months just passed is a credit to the executive who stepped from the presidency of the Board of Trade to the Mayor's chair. He has not cramped the city departments, for the expenditures have increased, but the net debt is decreased materially, a bright spot in administrative policy; and if this plan is persisted in for five years Worcester would stand at the head of Massachusetts cities.

H. M. S.

AN EASTERN VIEW OF WESTERN CIVILIZATION.

AMONG you no one is contented, no one has leisure to live, so intent are all on increasing the means of living. Now, to us of the East, all this is the mark of a barbarous society. We measure the degree of civilization not by the accumulation of the means of living, but by the character and value of the life lived. Where there are no humane and stable relations, no reverence for the past, no respect even for the present, but only a cupidinous ravishment of the future, there, we think, is no true society. And we would not, if we could, rival you in your wealth, your sciences, and your arts, if we must do so at the cost of imitating your institutions.

We do not conceive that we have a mission to redeem or to civilize the world, still less that that mission is to be accomplished by the methods of fire and sword; and we are thankful enough if we can solve our own problems, without burdening ourselves with those of other peoples. And as we are not led to interfere with you by the desire to convert you, so are we not driven to do so by the necessities of trade. Economically as well as politically, we are sufficient to ourselves. What we consume we produce, and what we produce we consume. We do not require, and we have not sought, the products of other nations, and we hold it no less imprudent than unjust to make war on strangers in order to open their markets. A society we conceive that is to be politically stable must be economically independent; and we regard an extensive foreign trade as necessarily a source of social demoralization. In these as in all other points, your principle is the opposite to ours. You believe, not only that your religion is the only true one, but that it is your duty to impose it on all other nations, if need be, at the point of the sword. And this motive of aggression is reinforced by another still more potent. Economically, your society is so constituted that it is constantly on the verge of starvation. You can not produce what you need to consume, nor consume what you need to produce. It is a matter of life and death to you to find markets in which you may dispose of your manufactures, and from which you may derive your food and raw material. Such a market China is, or might be; and the opening of this market is, in fact, the motive, thinly disguised, of all your dealings with us in recent years. * * * * *

Like the prince in the fable, you seem to have released from his prison

the genie of competition only to find that you are unable to control him. Your legislation for the past hundred years is a perpetual and fruitless effort to regulate the disorders of your economic system. Your poor, your drunk, your incompetent, your sick, your aged, ride you like a nightmare. You have dissolved all human and personal ties, and you endeavor, in vain, to replace them by the impersonal activity of the State. The salient characteristic of your civilization is its irresponsibility. You have liberated forces you can not control; you are caught yourselves in your own levers and cogs. In every department of business you are substituting for the individual the company, for the workman the tool. The making of dividends is the universal preoccupation; the well being of the laborer is no one's concern but the States. And this concern even the State is incompetent to undertake, for the factors by which it is determined are beyond its control. You depend on variations of supply and demand which you can neither determine nor anticipate. The failure of a harvest, the modification of a tariff in some remote country, dislocates the industry of millions, thousands of miles away. You are at the mercy of a prospector's luck, an inventor's genius, a woman's caprice—nay, you are at the mercy of your own instruments. Your capital is alive, and cries for food; starve it and it turns and throttles you. You produce, not because you will, but because you must; you consume, not what you choose, but what is forced upon you. Never was any trade so bound as this which you call free; but it is bound, not by a reasonable will, but by the accumulated irrationality of caprice.

Our poets and literary men have taught their successors, for long generations, to look for good not in wealth, not in power, not in miscellaneous activity, but in a trained, a choice, an exquisite appreciation of the most simple and universal relations of life. * * * And when I look at your business men, the men whom you most admire, when I see them hour after hour, day after day, year after year, toiling in the mill of their forced and undelighted labors; when I see them importing the anxieties of the day into their scant and grudging leisure, and wear themselves out less by toil than by carking and illiberal cares, I reflect, I confess, with satisfaction, on the simpler routine of our ancient industry, and prize, above all your new and dangerous routes, the beaten track so familiar to our accustomed feet, that we have leisure, even while we pace it, to turn our gaze up to the eternal stars. "LETTERS FROM A CHINESE OFFICIAL."

WORCESTER BOARD OF TRADE.

[Reported by the Secretary.]

At the June meeting of the Directors, President Harry W. Goddard appointed the Advisory Committee and fourteen standing committees to serve for the ensuing year, and the committees as appointed were approved by the Directors. The members of these committees are given elsewhere.

It was voted to print the annual reports substantially as last year.

It was decided to publish another Export Sheet this year, after the plan of the one issued two years ago. At that time 25,000 copies were issued, a portion of them in each language, English, French, German, and Spanish.

Herbert M. Sawyer, who has for many years been connected with the Worcester Daily Telegram, has been appointed Secretary of the Board of Trade and editor of the Worcester Magazine, and will assume his duties July 18th.

Charles E. Squier, who is relieved by the election of Mr. Sawyer, has served as Secretary since April, 1894, and in severing his relations with the organization he wishes to acknowledge the support which he has received from the entire membership, and without whose co-operation the success which has been attained would not have been possible.

The regular meetings of the Directors are postponed until the second Thursday in September.

The rooms of the Board of Trade will close Saturday afternoons at 1 p.m. during July and August.

THE WORCESTER MAGAZINE

Vol. VII. AUGUST--1904 No. 8.

Magazine and Municipal Comment.

R. James Tatman.

Vacation Trips of a Day.

Pilgrims of To-day—The Italians.

Worcester Beauty Spots.

DEVOTED TO

Good Citizenship and Municipal Development

PUBLISHED MONTHLY BY THE BOARD OF TRADE

WORCESTER, MASSACHUSETTS,

U. S. A.

$1.00 A YEAR. 10 CENTS A COPY.

R. JAMES TATMAN.

The Worcester Magazine.

Vol. VII. AUGUST, 1904. No. 8

This magazine is published by the Worcester Board of Trade. Its reading pages are devoted solely to municipal development, good citizenship and the business welfare of Worcester. Space in these pages is not for sale.

MAGAZINE AND MUNICIPAL COMMENT.

THE BOARD OF TRADE OPPORTUNITY.

A popular catch phrase that has been going the rounds of Board of Trade journals is, "Let us get together." This idea has been successfully carried out in several of the larger cities, and why not in Worcester? The Board of Trade boasts of a membership of 550 out of a population of 130,000. Los Angeles, Cal., has been working on the "let us get together" motto, and has a membership of 1300 out of a population of 135,000. They have worked together and produced results. Working for the interests of its home city is the purpose of every Board of Trade. It should look after general business interests; watch for chances for new commercial opportunities; note legislation which may be of benefit to the city, such as appropriation for improvements, and the effect of tariff changes; collect statistics of the growth of the city; arrangement of entertainment of men of prominence who may visit the city, and agitate local public improvements. There is a vast amount of detail work necessary in order to follow these plans, but by means of the various committees, to which the Worcester Board of Trade has divided its membership, the work is classified and placed in the hands of proper committee men, and Worcester's industries and population can be materially increased.

If Los Angeles, with a population of 135,000, claims a Board of Trade membership of 1300, what is there to prevent Worcester, with the aid of each and every Board of Trade member, from increasing its membership to at least 1000. Try the motto, "Let us get together." All work to improve the conditions, and plan to make Worcester second to none in the country. Each member work to this end.

IF ONLY A DAY TAKE IT.

Every person in Worcester does not take a vacation. There are many who pass a considerable part of the summer along the ocean front or back among the New Hampshire hills. Some follow the advice of Russell Sage and apply themselves to a daily routine—to let no opportunity slip by to add to the bank account. Experience shows that a man who boasts his independence of holidays ultimately has to take a much longer one than is agreeable or convenient. An intelligent holiday is a true economy in the long run. To make holiday is, at this

seems to be strictly in accord with the "scheme of things entire." The city dweller should recognize that he spends nine-tenths of his life rebreathing breathed air, and that this is good for no man. Cities were evolved for convenience of work, and very dangerous convenience they are even at their best. It is not necessary to go into the country for an entire season, and it is folly to slave at the desk without some rest. There is a medium between these two conditions which is ample for rest and fresh air. A day into the country, or half a day on a trolley car, or away from the hum of machinery and bustle of business life to some secluded spot, where rippling water or singing of birds relieve the monotony.

The Magazine considers that August is a month of vacation—of rest—for the benefit of the vacationist who squezes out a few days, or even an afternoon, and has outlined short trips, inexpensive and enjoyable. There are a score of "beauty spots" around Worcester, where rest can be found in an afternoon, or for a day's vacation a score of trolley trips are outlined. The miles covered, the time of the journey, and the cost are given. Any one of them furnish rest, which can be obtained on the front seat of the open car, or in a shady grove at one of the beauty spots.

If only for a day—rest.

STUDY OF THE ITALIANS.

No person has had so good opportunity to study the characteristics of the pilgrims who have come to Worcester to make their home as Rev. Dr. Eldridge Mix. At the head of the City Missionary Society, he has been closely allied with them and their interests. Able to judge the characteristics of the various nationalities that settle in Worcester, he has given to the readers of the Worcester Magazine the result of his observations in a series of articles on "Pilgrims of To-day," treating in turn the various races. This month he writes of the Italians, one of the most exhaustive and interesting of the series which have been features of the Magazine for several months. For years Dr. Mix has labored among these people, studied of every phase of their life, watched the change in their ways of living away from the native heath, and has seen the development that has come as they familiarize themselves with American customs. The mingling of races has been a study for him, and what he writes on his observations is always interesting.

AS IT SHOULD BE.

Worcester's Fourth of July, in common with other New England cities, was dignified, rational and quiet. Throughout Massachusetts there was an intelligence acquiescence of the reasonable rule laid down by state and city authorities, and while there was a safe and sane demonstration of patriotism the rowdyism was eliminated from the early morning celebration. The state restrictions were upon the sale of fireworks and there was a general enforcement of city ordinances against discharging fire-arms. The net result was that there were fewer fatalities, less accidents and a smaller number of fires than usual. The police did not exercise the authority given them, but used common sense judgment, and while there was a strict enforcement of the law no particular hardship was worked. The observance of the Fourth must be judged by results and this year the percentage of fatalities and accidents is comparatively small. Throughout the country there were about 75 fatal accidents and the minor accidents numbered between 3000 and 4000, which is a much lower percentage than any recent previous year. Whether Judge Emmons or Chief of Police Stone is responsible, the observance of the Fourth was without criticism of lack of police enforcement, and the day passed off in a manner entirely satisfactory to

everybody. Recent agitation of a more quiet Fourth will undoubtedly result in a continuation of quiet and sane observances with just as good time and less number of fatalities.

ABOLISH GRADE CROSSINGS FIRST.

President C. S. Mellen of the New York, New Haven & Hartford Railroad is authority for the statement that within ten years a speed of seventy-five miles an hour will be made by the cars of his road by means of electricity. It is hoped that the road will be as energetic in the abolition of the grade crossings in Worcester as it is for greater speed of its trains. To attain the speed predicted by President Mellen will require an immense overhauling of the line at great expense, eliminating grade crossings and straightening curves. An electrical equipment for such a system will be expensive. The great determining factor will be those of first cost in operating expenses. Recent tests have been made, one with a steam train of five cars and standard locomotive, weighing 330 tons, of 1400 horse power, and it shows that 168 passengers can be carried. An electric train of a motor and four trailers weighs 260 tons, seats 180 passengers, and uses 1000 horse power. Each train and engine costs for initial construction $100,000. Figured out it shows that 100 passengers can be carried five-eighths of a mile one cent cheaper by electricity than by steam. Applied to a great number carried the saving is somewhat of an important factor.

PROTECT MUNICIPALITIES.

The decree of the Railroad Commissioners in the case of the Haverhill & South New Hampshire Street Railway Company is generally respected by the public. The decree disposes of attempts by certain street railway companies in Massachusetts to throw over agreements made with selectmen and city officials regarding rates of fare. The Supreme Court ruled that a railway company was not obliged to live up to a contract made with town or city officials relative to rate of fare charged. This imposes a disportionate burden upon the part of the public who is required to pay for it. The commissioners recommend that a lower fare should be given, and that a railway company should keep its agreement with municipalities at the time and after franchises are granted.

COMMITTEE IN BUSY MOOD.

Of the new Board of Trade committees that on membership is the first to meet. It has got into a busy mood in the midst of the vacation season, getting a good start early in the year. The committee has agreed to have frequent sessions, to study methods for increasing Board of Trade membership and carry on a campaign during the year along practical lines. The committee comprises men who have made unquestioned success of their individual business and intend devoting some of their energy to carrying to the front the membership feature of this organization.

A trade journal a short time ago reviewed New England boards of trade and credited Boston, Providence and Portland with being the three leading boards so far as membership is concerned. The Portland Board of Trade claims a membership of over 600, and publishes a monthly magazine supported by more than 150 advertisers. Portland has a population of between 60,000 and 70,000. Why can not the Worcester Board of Trade, before the next annual meeting, fit into the list with Providence. If there is a third place in the list, let Worcester and Providence contest the honor. Providence has a membership and annual due fee larger than Worcester. Do not let it be again said a city of 60,000 claims honor of third place in the New England list. The greatest inland manufacturing city in the world wants a working Board of Trade.

R. JAMES TATMAN.

R. JAMES TATMAN was one of Worcester's best known residents. With a personality which would attract attention among any group of men he had those qualities which still held the attention of his fellows after casual acquaintance had become daily association. The first impression of the man was attractive, and a thorough knowledge of his character and qualities never lessened the regard for his worth. His long citizenship in Worcester rendered him thoroughly conversant with local conditions, and made his naturally correct judgment extremely valuable on public matters. Very rarely has any citizen become as well and favorably known without the medium of continued high public office as has Mr. Tatman. Endowed with qualities which would have given an easy entrance to public life, and assured a speedy and permanent advancement in such a career, his nature was rather to shape events for others than for himself. While he held important public office with deserved credit, his real position in the community was attained by an exercise of a sagacious and correct judgment of affairs as a man and a citizen. A faculty of convincing others rendered it possible to exercise his influence, the force of which was the best compliment to his character. As one who knew how to approach men, getting willing listeners, and putting them in a frame of mind to consider favorably his views, Mr. Tatman had few equals. His was a strong nature without being repellant in aggressiveness or unyielding to reason. Not a great leader to focus public attention, his influence was uniform, never requiring a tidal wave of enthusiasm to make it effective. Quiet, plausible, reasonable at all times, he wrought results by such even culture as brought the vine of opinion into such shape as he desired, by natural and easy process.

As a member of the Board of Trade and a director, he rendered valuable service by the exercise of those same capabilities which marked him as of exceptional influence wherever he came in contact with others.

R. James Tatman, director of the Board of Trade since 1901, and a member of the organization from its incorporation, died suddenly at his home, 7 Lenox Street, on the morning of Friday, July 8. Identified with Worcester's varied interests during his lifetime, his loss to the city will be keenly felt, and it caused general grief among a wide circle of friends and acquaintances. His funeral took place Monday, July 11, and was largely attended, including a delegation from the Worcester Board of Trade, the services being in charge of Worcester County Commandery, K. T., of which he had long been a conspicuous member. Among the many floral tributes was a plaque of ivy leaves and American beauty roses from the directors of the Worcester Board of Trade.

Mr. Tatman was born in Worcester Feb. 29, 1836, son of Reuben and Mary Ann (Wiser) Tatman. His was one of the oldest families in this section of Massachusetts, the first of his ancestors settling in Roxbury in 1632, and the family remained there more than one hundred years. One of the members of the family came to Worcester in 1737, and ever since that time it has been represented in Worcester and its interests. His son married a daughter of Daniel Gookin, who was the first sheriff of the county of Worcester. This Daniel Gookin was a son of the Daniel who had been one of the three original proprietors of the whole region.

Mr. Tatman received a business education. He was first employed in the Washburn Wire Mill, now a branch of the American Steel & Wire

Co. He was afterwards clerk in the Boston freight office of the Boston & Worcester Railroad, and from there went in the employ of R. C. Taylor, being located at times in Taunton, Poughkeepsie and New York. Returning to Worcester he entered the fruit and produce business, under the firm name of Burbank & Tatman. In 1876 he was elected a member of the Worcester Board of Assessors, and the following year was elected secretary of the First National Fire Insurance Co. He became its vice-president, and several years ago, when the company sold out its business, he associated himself in the insurance business with George A. Park, under the firm name of Tatman & Park. Besides being an assessor of Worcester, he was in the Board of Aldermen from Ward 8 in 1882 and 1883, and served on the Board of Overseers of the Poor for several years. He was a director of the Home Co-operative Bank and trustee of the Worcester County Mechanics Association at the time of his death. He was particularly prominent in the Masonic bodies, and belonged to several social organizations. His Masonic connection dated from Sept. 13, 1865, when he joined the King David Lodge, A. F. & A. M., in Taunton, afterwards affiliating with Montecute Lodge in Worcester in 1869, and joined Worcester County Commandery K. T. July 6, 1871, being elected eminent commander in 1891, and was treasurer of the commandery from 1883 until his death. He had also been for many years treasurer of Lawrence Chapter, Rose Croix.

As a member of the Board of Trade he was treasurer during the terms of Secretaryship Major E. T. Raymond and L. F. Herrick, and has served on the various committees, being a member of the New Enterprise and Taxation and Insurance Committees during the past few years.

Mr. Tatman was married in 1863 to Miss Susan M. Taylor, daughter of Charles Taylor of Northbridge. She survives him with two children, Charles T. Tatman, member of the Worcester County Bar, and former representative to the Legislature, and Mary E., wife of Wright S. Prior, former street commissioner.

A special meeting of the directors of the Board of Trade was Saturday, July 9th, when the following resolutions were adopted:

The Directors of the Worcester Board of Trade, learning of the death of their fellow member, R. James Tatman, with keenest regret, in meeting assembled desire to express their appreciation of his always earnest efforts to advance and maintain a high standard for this organization, and our appreciation of his faithfulness to his duties, as well as their personal esteem.

Resolved, that we express our sincere sympathy to the family of the deceased by sending them a copy of these resolutions; also, that they be spread upon our records and published in the daily press.

VACATION TRIPS OF A DAY.

WITH the closing of the schools comes planning for vacation. The seashore and mountains attract many pleasure seekers, but the great majority of Worcester's population can not bath in the surf or sit in the shadow of the mountain. The development of street railways within the past half dozen years has furnished short vacation facilities unequalled for enjoyment or invigoration. Worcester is particularly fortunate in this respect, it being one of the most prominent street railway centers in New England. From it radiates a dozen suburban lines, touching city and village, traversing a country rich in history and scenery. A little planning with a few time tables and trolley trips can be laid out in any direction, covering any number of days desired. A person who is able to catch but a few days' rest from daily routine can plan his own vacation in a series of short, interesting tours in any direction from the Heart of the Commonwealth, covering a variety of scenery. This can be done at comparatively little expense, and for those who enjoy trolley-riding there is no more enjoyable form of pleasure or rest.

So complete has been the development of street railway systems, and so carefully planned are time tables that the business of arranging trolley trips, or personally conducted tours, of one, two or three days, has rapidly grown in the cities. Boston, Hartford and Springfield have such headquarters, where trolley trips can be arranged. In Worcester Mr. Louie Erville Ware has given his time for the benefit of trolleyers and trips varying from a day's shopping in Boston to a three or four days' trip to New York and Philadelphia can be arranged and personally conducted if a party desires.

In planning for trolley trips it is advisable to allow plenty of time and not figure too closely on time tables and maps to make connections. There are waits that can not be avoided, and are apt to throw out of gear the best and most carefully arranged trip. Do not be afraid to ask questions of the conductor. At the outset it is well to know that 125 miles is the limit of a day's trolleying, and unless he be an enthusiast this is a sufficient number of miles to cover in a single day. Trips covering half a day, all day, and a few trips covering two days have been outlined for the reader, so that little journeys by trolley can be had in various directions.

Since the opening of the Boston & Worcester express line the most popular trip has been to Boston and return, it being made easily, and a sail down the harbor can be taken in if a person desires to put in the entire day. While the express line is the most traveled, there are four ways of reaching Boston by trolley. The Boston & Worcester is without change, the running time is two and a quarter hours, the distance is 40 miles, and the cost is 45 cents, including the fares on the Worcester and Boston end of the line. Another route is via Marlboro, South Framingham, Natick, Wellesley and Newton. The distance is 48 miles, the cost 50 cents, and the running time four and half hours. A third route is via North Grafton, Westboro, Hopkinton, Ashland, South Framingham and Boston, by the way of Needham and Watertown, or by the way of Newton. The fare is 55 cents, the distance about 48 miles, and the running time five hours. A fourth route is through Marlboro, Hudson, Concord and Arlington Heights, reaching Boston via Sullivan Square. The distance is 58 miles, the running time five hours, and the cost is 65 cents. In selecting the express line route it is desirable to change in Brookline village, going

into the subway where the elevated can be taken for any of the connecting trips.

It is not suggested that Worcester people go to Boston for shopping purposes, it being the purpose of the Magazine to keep Worcester people at home when shopping day comes around. But for pleasure there are trips in all directions. A harbor trip is an all-day affair, and it is advisable to take a car at 6.25 or 6.55 o'clock to ensure ample time to reach the steamer landings in Boston. Plymouth, Provincetown, Gloucester or Nantasket can easily be reached in a day's trip. The steamers for these places along the north shore leave at 10 o'clock, and the wharves from which they start are handy to the Atlantic Avenue stations of the Elevated. In planning one of these trips, change from the Boston & Worcester at Brookline village to a subway car, and change at Boylston Street in the subway for an Elevated car on the Atlantic Avenue circuit, and get off at the Nantasket steamer station. This makes the running time from City Hall, Worcester, to the steamer landing in Boston about two and a half hours. The greater part of the day can be passed on a steamer or at some down the harbor or North shore resort, and Worcester reached at 8 or 9 o'clock at night.

For an all-day trip the most enjoyable along the North shore is the trolley trip to Gloucester and a ride around Cape Ann. To make this it is desirable to start from Worcester early in the morning, and to get the best effect of the trip it is recommended that the return be made by rail. Reaching Boston, a car marked Lynn can be taken in the subway at Scollay Square. Changing in Central Square, Lynn, a car is taken for Salem, going through Upper Swampscott, but to give variety to this trip the passenger can remain on the Lynn car running through Lower Swampscott, along the ocean front, to Marblehead. Here a stop can be made for an hour, going to Salem by a different line and journeying on to Gloucester from Salem, through Beverly, Essex and West Gloucester. The distance from Boston is 36 miles, the running time three hours, going through Upper Swampscott and cutting out Marblehead, and the cost is 45 cents. This makes the fare from Worcester 85 cents, and the running time five and one-half hours, or about twelve hours for the round trip, at a cost of $1.70. It is recommended that a part of the trip back be made by rail so as to give time to take the trip around Cape Ann. Cars leave the center of Gloucester in either direction around the cape, a distance of 15 miles, the running time being one hour and forty minutes, and the cost is 20 cents. It is made through Rockport, Pigeon Cove, Lanesville, Bay View and Annisquam, the cars following nearly every foot of the route the rugged coast of historic Cape Ann. This makes the total cost from Worcester for a round trip by trolley $1.90, but it is hardly possible to make it by trolley in a day.

There are a dozen pleasant afternoon trips from Worcester to attractive suburbs which are inexpensive, and give a few hours of fresh air. Many pretty stretches of country in the vicinity of Worcester are covered, going in either direction. There is a five hours' ride around the triangle, including Clinton, Hudson, Marlboro and back to Worcester. The distance is 40 miles, the running time is little less than five hours, and it can be made for 55 cents. The start should be made on a Fitchburg car, changing at Clinton, running through the heart of the Metropolitan water basin district, giving a full view of the great dam at South Clinton. From Clinton the trip is through the farming country around Berlin and Hudson, there is a stretch of rather wild country between Hudson and Marlboro, and the route back to Worcester is through Northboro, Shrewsbury, and across the Lake into Worcester, or through Westboro and into Worcester via North Grafton.

Another five-hour trip is through

North Grafton, Grafton, Hopedale, Mendon, Uxbridge, Lynnwood and Whitinsville back to Worcester, the distance being 50 miles, and the fare 75 cents. This trip starts with a North Grafton car over the Consolidated, changing at North Grafton for Upton and Hopedale, and there taking a car to Uxbridge, then through Lynnwood, and back to Worcester on the Worcester & Blackstone Valley line.

A ride that is as especially attractive is to Sturbridge, one of the prettiest of New England villages. The trip is over the Worcester & Southbridge road through Auburn, Charlton, passing Overlook on the left, into Southbridge, the home of the American Optical Works, into Sturbridge with its quaint little tavern. The round trip covers 50 miles, the running time is three and one-half hours, and the cost is 70 cents.

The beauty spot of the trolley lake system is Whalom Park in Leominster. It is a comfortable half-day trip, costing 80 cents, the running time being five hours, and the distance of the round trip is about 50 miles. The route is over the Consolidated system through Leominster. Change at Leominster for the lake, it being a five-cent fare and a short run.

The prettiest of the short trips is through Holden and Jefferson, over the Worcester & Holden line. It can be made without changing cars. The round trip is 30 cents, the running time is about two and a half hours, and the distance is 18 miles.

Webster Lake compares favorably with Lake Quinsigamond as a pleasure ground for picnics. It is reached by the Worcester & Connecticut Eastern line, through Webster, changing cars at Webster, and a half day is ample time for the trip to the lake and a sail to Point Breeze. The cost is 30 cents—60 cents for the round trip—the running time being two hours in each direction.

The trip to West Warren and return takes one through an attractive section of Worcester County. The cost of the round trip is 90 cents, the running time five hours, and the distance is 56 miles. Take a Worcester & Spencer car of the Consolidated system, changing at Spencer for West Warren.

Mount Wachusett is a roundabout trip, reached from Worcester via Gardner, but so pleasant is the ride that it is recommended for a day's outing. It is rather difficult to make it in a satisfactory manner in half a day. Cars bring one within two miles of the Summit House. The route is through the water basin district, over the Fitchburg line of the Consolidated system, through Lancaster and Fitchburg, changing for Gardner. Before reaching Gardner take a spur-track line to Wachusett Lake. The running time is between six and seven hours, the distance 75 miles, and the round trip is $1.20.

The limit of a continuous trolley trip to the eastward is Eliot or York Beach, Me., a distance of 125 miles from Worcester. The extreme limit of trolleying to the eastward is Lewiston and Bath, Me. There is a break between Portsmouth, N. H., and Biddeford, Me., the railroad fare being $1, and from Biddeford one can trolley to Bath, Me., a distance of about 66 miles. The fare from Biddeford to Portland, through Old Orchard Beach, is 30 cents, and from Portland to Bath, the extreme end of the trolleying through Maine, the fare is 50 cents. The trip from Worcester to York Beach is a hard one, and only the most enthusiastic trolleyer would do it. There are two routes from Boston by which the York Beach trip can be made, the running time and cost being about the same. To reach York Beach at dusk by either route one should leave Boston as early as 10 o'clock in the morning, and Worcester should be left on a car of the Boston & Worcester at 6.25 or 7.25 o'clock. Hampton Beach is the connecting point of both routes from Boston, one being along the North shore country and the other through the Merrimac valley district and the Whittier country from Haverhill to the sea.

The running time from Boston is given in guide-books as eight hours, the fare $1.25, and the distance 88 miles. To make certain it is advisable to add one hour to this running time to make up for delays, which are certain to happen along either route. The run from Worcester is about twelve and one-half hours, and the cost is $1.65. Dinner should be taken at Boston, or a late lunch can be had in Newburyport or Haverhill, according to the route taken. The start from Boston is in the subway at Scollay Square on a Lynn and Swampscott car, changing at Central Square in Lynn for a Cabot Street car to Beverly, and then on without any complications in the changes. From Newburyport the route is through Salisbury to Salisbury Beach, where a change is made for Hampton Beach, and then a change for Portsmouth. Here there is a trip across the ferry, involving a short walk in Portsmouth, and on the opposite side of the river a car is taken for York Beach. By the other route from Boston a car marked Reading is taken in the Scollay Square subway. At Reading there is a change for Andover, where a car is taken for Haverhill. Here one has a choice of three routes to the sea. One is direct to Hampton Beach, without change, the other is to Salisbury Beach, down the east side of the Merrimac River through the Whittier country, passing the birthplace of the poet, and through Amesbury; and the third trip is down the west side of the river, through Groveland and Georgetown, into Newburyport. The preferable route is down the east side of the river. The route to York Beach is then through Salisbury Beach, Hampton Beach, Rye Beach, Portsmouth and York. Much better cars are found via Reading and Andover.

Taking the Consolidated line to Clinton or Marlboro, and changing to the Hudson line opens up unlimited territory, with Hudson as the distributing point. Many of the historical places are reached by this route. Lowell, Nashua, Haverhill and Lawrence are reached in a variety of ways, according to the time and inclination of the trolleyer, through Lexington, Arlington and Winchester. Concord is the newest way to the sea, the route being through Bedford, Billerica and Lowell, and then down the Merrimac, or, to shorten the route, go to Haverhill instead of Lawrence. There is considerable interest in the Nashua trip, that being the limit of trolleying into New Hampshire. The route from Worcester to Nashua is from Worcester to Marlboro, Hudson, Concord, Bedford, Lowell, on to Nashua. The distance is 64 miles, fare 80 cents, running time five and one-half hours.

Wayside Inn attracts a number of Worcester people on account of its historical connection, this tavern being immortalized by Longfellow. It is difficult to reach, there being no direct steam or electric roads running to it. One can take the electrics to Marlboro and there take a six-mile carriage ride to the Inn. Wayside is on the Massachusetts Central division of the Boston & Maine Road, and the Inn is about a mile and a half from the station.

The limits of trips to the south are Newport and Narragansett Pier, with Newport as the most visited. Providence being the starting-point of either trip, there are three routes from Worcester by which Providence can be reached. One route is by the Blackstone Valley line, through Whitinsville, Lynnwood, Millville, Woonsocket, Cumberland Hill, Lonsdale and Pawtucket. The distance is 50 miles, the fare 70 cents, and the running time five hours. Another route is on a Consolidated car from North Grafton, changing for Milford, then through Woonsocket, Cumberland Hill, Lonsdale and Pawtucket. The distance is 48½ miles, the fare is 75 cents, and the running time is four and a half hours. This is the shortest of the three routes. The third route is the longest, the most expensive, and rather out of the way. Take a Webster car at City Hall on the hour and half hour. The route is through Webster, Putnam, Elmville, East Killingsley, Foster Center and North Scituate.

The distance is 68 miles; the fare $1.10 and the running time six hours. The route to Newport is by taking a through car to Fall River and then changing for Newport. The running time over this route from Providence is two and one-half hours, and the fare 50 cents. Going down the other side of Narragansett Bay electrics and a narrow gauge line are taken, making a pleasant trip to the pier, the cost from Providence being 70 cents, and the running time two hours and ten minutes. The distance is 32 miles.

In a westerly direction the New York trip is particularly attractive, it being the ambition of every long-distance trolleyer to take it. It is a two days' journey, with New Haven recommended as the resting-place.

The New York trip from Worcester is made with two variations in Connecticut. This is on account of the break of six miles between Southington and Cheshire, but it is advertised that this connection is to be made so as to be in operation August 1st. This break necessitates a fifteen-minute trip on steam cars, but trips are made at 3.12 o'clock in the afternoon and 7.08 o'clock in the evening, so New Haven can be reached in reasonable season for a stop over. The distance between Worcester and New York by trolley is 214 miles, the running time is about 18 hours—17 hours and 50 minutes, according to schedule—and the fare is $2.45, including transfers obtained by through passengers in the several cities on the route. The route from Worcester is through Leicester and Spencer, where a change is made, and at West Brookfield there is a change made for Ware. From Ware the trip is through Palmer to Springfield, where a new start is made down the Connecticut valley to Hartford, on the east side of the river, crossing it at East Hartford. From Hartford the route is through New Britain and Plainville, then to Southington, where the break occurs. The trolleyer has the choice of rail between Southington and Cheshire, or from Southington he can ride by trolley to Meriden, and then to Wallingford, where a train takes him to Mt. Carmel, a suburb of New Haven, this break being about six miles. The most gorgeous part of the New York trip is from New Haven to New York, along Long Island Sound, particular attention being given to the run of 55 miles between New Haven and Greenwich, the time being five hours.

Experienced trolleyers have pronounced the trip up and down the Connecticut and Deerfield valleys as the most charming in the world. The preferred trip is from Springfield to Greenfield, through Northampton and Deerfield, under the shadow of Mt. Tom a considerable distance. This trip can be made in a day, stopping at Greenfield over night, or at the celebrated Bloody Brook Tavern in Deerfield, and journeying back to Worcester the second day. The only break is between Miller's Falls and Orange, which must be made by steam roads, and can be done conveniently. The distance from Worcester to Greenfield is 97 miles, the running time is about eight hours, and the fare is $1.15. The route from Worcester is through Leicester, Spencer, Brookfield, Ware and Palmer to Springfield, and then through West Springfield, Holyoke, Mountain Park at the foot of Mt. Tom, Smith's Ferry, Northampton, Hatfield, South Deerfield, Deerfield and Greenfield, the Mansion House being the terminus of the first day's trip. Side trips may be made to Mt. Tom, Amherst, South Hatfield and Sunderland. It is advisable to stop in Deerfield, this being one of the show towns of Massachusetts, with its nice streets, historical spots and fine old houses. To make the Greenfield-Worcester trip two days are required, and the return is through Miller's Falls, Orange, Athol, Gardner and Fitchburg, the total cost of the trip being about $2.50.

A pleasant day's trip is to Hartford by trolley and back to Worcester by train, and a delightful way to make the New York trip is to trolley to Hartford, and there take a boat for New

York, it giving a 30-mile sail down the Connecticut River in the early evening.

During August and September—two of the most enjoyable vacation months of the year—there are splendid opportunities for trolleying, the most enjoyable of all means of travel. Whether a half day into the country, a day at the seashore, a trip up and down the Connecticut valley, or to New York and Philadelphia on a longer journey, it can be done easily, economically, and with unlimited enjoyment, with the nature picture unfolding from the front seat.

PILGRIMS OF TO-DAY—THE ITALIANS.

One of a series of articles on the different nationalities in Worcester.

THE study of Italy and its people necessitates in the outset the somewhat careful consideration of the country itself, its unique configuration, its peculiar relation to other countries both by land and by sea, its remarkable soil and climate.

It thrusts itself out from the main land on the southern coast of Europe into the Mediterranean Sea for a distance of 750 miles, in a gradually diminishing tongue of land, which, at its extreme northern boundary, is 350 miles in width, but only 150 from shore to shore as it plunges into the sea, narrowing down to 80 miles midway, and to 18 miles near its southern extremity. On the north it is walled in and away from the adjacent countries, Switzerland, France and Austria, by a semi-circle of almost inaccessible Alpine heights. On the southwest its shores are washed by the waters of the Mediterranean, and on the northeast by the waters of the Adriatic. Mountain ranges of the Appenines, rising in the western part of its upper territory and running eastward, separate it into two grand divisions, Northern and Southern Italy, in one of which the large, fertile plains of Lombardy, Piedmont and Venice are found; in the other, Tuscany, Rome, with its adjacent territory, and Naples.

There is a still further division by reason of these same Appenines, the longest range of which, starting from that which runs east and west about midway, goes in a southerly direction through the middle of the country to its extreme end, and, in fact, seems to overleap the channel which separates Sicily from the main land at that point and passes through the middle of that island also.

Very marked differences of climate and productions are the result of these geographical divisions. The northern portion differs little from central Europe in temperature, being exposed to the cold winds from the Alps, which make frost and snow common in the winter, preventing the growth of the more delicate shrubs and trees which so adorn and beautify other parts of the country. Nevertheless, the great plains of this region, such as Lombardy and Piedmont, are well watered by rivers which have their never-failing sources in the Alps, and are exceedingly fertile under proper cultivation. "After one of the rugged Alpine passes," says a recent French traveler, "how beautiful is the Lombard plain. What a delicious freshness in the air from these little artificial streamlets that weave a blue network over the land! They cross the highways, they intersect the fields, they come near each other, they go far apart; finally they fall, one by one, into the wide canal which carries elsewhere the fertilizing water, forever running, yet never wasted. From all this irrigation it results that the land gives four or five crops of hay; the rice

fields are crowded with heavy ears; the clover is like a blossoming thicket; the corn rides like wave breaks! the whole land one of marvelous fertility."

Another writer, an Italian by the way, speaking particularly of the southern portion of Italy, thus expresses his sense of its beauty: "The interminable smile of heaven and earth which greets one as he breaks through the broad, open barriers of Susa, and as he proceeds along the Riviera and the valleys of the Arno and Tiber to Rome, cannot fail to inspire him with love at first sight." Still another says, "Italy is entitled to the appellation 'the Land of Beauty.' She is the 'Garden of Europe.' And there is hardly a spot, even in its flattest districts, where the eye is not gladdened by the combined effects of earth and water, air and light."

This description applies to a land surface of over 110,000 square miles, equaling in extent the whole of New England and the great empire state, New York, combined. It also has a coast-line of 2200 miles, studded with excellent harbors, making it easily accessible by sea from every part of the world.

These geographical features of the country were its unchangeable belongings from the beginning. They are nature's own endowment of those inhabiting it from generation to generation. No country of like dimensions has a more variegated landscape, a more equable temperature, sunnier skies, richer soil, a greater multiplicity of fruitage, or better facilities of communication seaward with the outer world.

It is impossible to determine accurately who were the first inhabitants of Italy. But in all probability they belonged to the very ancient races, whose origin is unknown, that peopled Europe before the coming of the Indo-Germanic races of more recent date; as those who lived in caves, and in the lacustrine dwellings found at the bottom of the Swiss lakes,—people of the stone and bronze ages, whose language was that of the two or three aboriginal tongues still surviving in certain quarters, such as the Lappish and the Basque, differing in their roots and structure from any now in common use. If so, they may not have differed materially from those who first peopled Norway and Sweden, which speaks well for them as to native qualities and aptitudes. The best authority for this is a recent Italian historian who makes this statement, "that the earliest inhabitants of Italy in all probability belonged to one of these unknown races, and were living among its hills and mountains before the foundation of Rome was laid."

There is nothing problematical, however, about the early settlement of the southern part of Italy, for it is a matter of record that people of the great Pelasgic family, which had long occupied Thrace, and from which most of the various peoples of Greece sprang, occupied Italy's southern seaboard. "The Latin tongue, the classic language of the Roman republic in the days of its greatest glory," so writes this same Italian historian, "was formed by the mixture of the ancient language of the aborigines, with the Greek dialects brought into Italy by the Pelasgians, much in the same way as the modern English sprang out of the mixture of our old Anglo-Saxon tongue and that of the Norman-French who once invaded and conquered England."

Again, it is a matter of record that Tuscany on the western side of Italy, formerly called Etrusca, was peopled by a race reputed to be far in advance in the arts of civilized life, but differing widely in language, habits, modes of life, from their southern neighbors. Who these Etruscans were it is further said to be impossible to decide with any certainty. The tombs abound with their really beautiful verses, and show that they were a people of great culture, and the brief inscriptions which now contain all that is known of their language clearly separate them from any imaginable unity with the Greek, or Latin, or the Semitic races of that day." Still further it is affirmed by the same Italian authority

that Northern Italy was peopled soon after the foundation of Rome by Celtic tribes, similar to those which occupied the whole of France and Britain originally, while the seacoast, now constituting the beautiful Riviera, from Spezzia to Nice, was occupied by a tribe called the Ligurians, the origin of which, like that of the Etruscans, is involved in complete obscurity.

Italy then, so singularly bounded by land and by sea, a veritable natural garden in fertility throughout its whole extent of territory, a land of almost indescribable beauty, is peopled from the first by a commingling of its aborigines of no mean order with several incoming races, who bear the marks of rare and varied culture. Out of this commingling of races in this garden country grew up the great Roman republic, the first to be organized in the history of the world. It came about on this wise: "Whatever might have been the form of government amongst the more northern peoples, Southern Italy was certainly divided into a large number of independent states, and it was by a most striking combination of circumstances, and a happy balance of political power, that one of these small independencies, founded on the banks of the Tiber, gradually absorbed or subdued the surrounding states, occupied in course of time all the other portions of Italy, and at length came to extend its sway over well nigh the whole civilized world."

It is not necessary in pursuance of our present purpose to enter into the history of the rise and fall of the republic, which lasted from 509 B. C. for a period of 470 years, bringing it down very near to the beginning of the Christian era, a period, however, "of extraordinary events—events which made Italy for a time the center of the history of the world, and the reflection of which is seen in the laws, literature, religion and political constitutions of all Europe down to the present day."

Nor is it needful to trace the history of the Roman empire, which succeeded the republic, being built upon the ruins of its fall and gathering into itself from those ruins the seeds of its own destruction and final overthrow.

Suffice it to say that modern Italy is the outgrowth of such a great beginning as has been so briefly described. Its people of the present day are the direct descendants of those who first peopled it—a rarely vigorous and highly gifted stock. They inhabit a land, one of the fairest on the face of the earth, whose fertility of soil is the fit accompaniment of the fertility of the genius of its artists and poets and men of letters; whose beauty and grandeur of scenery finds a suitable counterpart in the splendor and magnificence of its cities and palaces and cathedrals wrought by the skilled hands of those who went to school in Nature's University; whose seaward accessibility and world-wide openness made possible its world mastery in the olden days, and are a prophecy of what it may become in days to come. A people with such a magnificent past have a majestic future awaiting them. They are a people of great capacity, with splendid possibilities. When they shall emerge from their present low condition, into which they have fallen by no fault of their own, but by a succession of events and conditions thereby created, for which those who ruled over them are chiefly responsible, they will prove that they still have in them the making of one of the foremost nations of the earth

But why so poverty-stricken and densely ignorant as many of them are, especially in Southern Italy? Why, also, are they flocking to this country in such crowds at the present time?

How could anything but poverty of the masses of the people with all its dire accompaniments be the outcome of the strifes of the different provinces with one another, from the downfall of the empire up to a comparatively recent date, exposing them to inroads from other countries, who got the mastery over them not for their good, but for greed of gain, at a fearful cost to them. They have not known until very recently what it is to have a stable government, managed in their interest. Even now, though not oppressed, polit-

nasty, the government of Victor Emanuel is very costly. That cost must come mainly from the common people, poor in the extreme already, and it keeps them poor.

"Don't you think it hard," said a farmer in Northern Italy, one of the more prosperous parts of the country, where the people rank highest in intelligence and thrift. "Don't you think it hard when the soil is taxed thirty-three per cent. of its net income? And I am not speaking of the buildings, in which, owing to over-valuation, we sometimes pay as high as fifty or sixty per cent. of what we receive." Another said of this excessive taxation "that the state, the provinces, the towns do not tax but plunder the soil."

Nor can this heavy cost be avoided. Italy is now a nation struggling upward out of the chaos of its disastrous divisions, provoking exhausting conflicts with each other. She has everything to do, with her resources sadly depleted, in the way of rehabilitating herself, before she can resume the place she held of old among other nations to which she aspires.

That the people have borne this age-long burden of poverty, with all its attendant evils, and not been pauperized by it, speaks volumes in their favor. For the impression that widely prevails to the contrary is wholly false. "I know of nothing," says one who has recently studied present day life among the people at first hand, "more erroneous than that popular prejudice, which represents Italians as a nation of lazzaroni, picturesque in their rags, always basking in the sun, always stretching out a hand for charity when a stranger passes by. Look at those men digging trenches in the rice fields, or those preparing the ground for winter wheat, or at those—and the women, too—who are stringing along the sides of the farm buildings the russet ears of corn, or the sheaves of the "gran turco," of which "polente" is made. Are they idle over their work? Is there anything of opera peasants about them? I have been among the Italian laborers in the great estates at the foot of the Appenines. I have seen them at the Roman Compagna, and in the country around Naples, at Reggio in Calabria. In Sicily the French superintendent of the estate of Duke d'Maule assured me that they were more industrious, that they had more endurance, more patience, than any French laborers he had ever known." Others have said to me, speaking of Romagna, which I have not yet visited, "that I shall see there the greatest diggers in the ground that there are in the world." Everywhere and at all times the same testimony comes to me in respect to this strong, unhappy race of men.

With all this poverty the Italians are remarkable for their hospitality. "Whoever," says one, "that has not experienced Italian hospitality will do well to make trial of it before finally deciding as to their character in this regard. It is particularly cordial and friendly, and one of the most attractive traits in the national character. The Italians pride themselves upon it." As a Florentine once said, "they know and feel themselves the heirs of a very ancient race, habituated to receive the visits of strangers from every nation, and besides they take great pleasure in making known how admired and loved that special corner is in which they themselves dwell."

Then they are lovers of home and of their place of birth to a remarkable degree. "O, their affection for home," says a French writer, "for a man's native city; this pride in the past, this devotion to the great men and works of art in little places that are scarcely mentioned in the guide-books or named in history; how vital these sentiments are! how much influence they possess in human hearts!"

Then to crown all is their reverence for the past in their world-renowned history. The feeling of the glory of ancient Rome is to be remarked in all classes, says this same writer. It seems to me to take precedence at least in the heart of Romans, properly so called, of all pride as to modern Rome. A man employed in an office said to

me, "It is the greatness of Rome that makes the malaria sometimes seem important. The latter is exaggerated on account of the former." "Just now," he added, "I saw at a street corner two ragged, barefooted boys, of whom the elder might be twelve. Each had in his hand a bit of pointed stick, like a poniard, and was trying to touch the other. I stopped to watch them, and the duel grew more lively in consequence. After a few minutes, in which this combat hung undecided, the taller boy cried out, 'You shall see that I am a Roman of Rome—Romano de Roma.' And he gave a thrust which tore the other's shirt sleeve from shoulder to wrist."

These people are not to be looked down upon or despised, therefore, even though coming to us in humble guise and with rough exterior. These externals but represent what is denied them under present conditions, from which they hope to escape in coming to these shores. They are not low born and low lived who sprang from such noble ancestry, and so honor and revere the heirship of an unparalleled past history. The best blood of a thousand generations is in their veins. That they are ready to take the lowest places among us, and be diggers of the ground in our service, in order to gain a foothold upon our soil and win a living, is to their honor and full of promise for their future. A people of their noble ancestry and princely heritage, who are willing to begin at the bottom round, and patiently, without complaint, make their way upward, are sure to be manhood builders in time of the best type. We can ill afford to slight or neglect such a people. Given a fair chance, they will make no mean place for themselves in our body politic and social state. Welcomed to our shores and cordially aided in their ambitious effort to make the most of themselves, and do the most for their children, under the favoring conditions of our free country, they well build into the republic not themselves alone, but all that is best and noblest of the country of so great and honorable antiquity, from which they came out, and of which they are the rightful heirs.

The proof of this is found in what they, who have come to us in such large numbers in recent years, are now doing. It should be remembered that they are chiefly from Southern Italy, where social and industrial conditions are at their worst, and educational advantages least. They are among the latest arrivals in this country, and therefore have not had time to show of what they are capable.

Nevertheless, in New York city, as reported in a recent number of the "Charities," the individual holdings of Italians in savings banks is $15,000,000. They own, furthermore, real estate of the clear value of $20,000,000; 10,000 stores of the value of $7,500,000. The estimated material value of the property of the Italian colony of New York is $60,000,000, a value much below that of the Italian colonies in St. Louis, San Francisco, Boston and Chicago.

The same magazine is authority for the statement that there are 50,000 Italian children in the public schools of New York and adjacent cities; that many an Italian laborer sends his son to Italy to finish his education, and if he can not afford this, he gets him one of the "maestri" of Little Italy, as their part of New York is called, to perfect him in his native language. Italians are winning honors in several of our colleges, universities and professional schools. "I know of one," says the writer of the article in the "Charities," "who saves money by barbering during the summer and on Sunday at other seasons of the year, to pay his way through Columbia University; of another, who went through one of our best universities on money volunteered as a loan by a generous and far-seeing professor, which was afterward repaid with interest, and the boy is making his mark in the field of mathematics; a third is a winner of a university scholarship, who paid his way by editing an Italian paper during his spare hours; a fourth, who won the fellowship for the American School at

Rome, and thus an American institution sent an Italian to perfect his special scholarship in Italy. New York counts 115 Italian registered physicians, 4 dentists, 21 lawyers, 15 public school teachers, 6 architects, 4 manufacturers of mechanical instruments, 7 mechanical engineers.

One of those most familiar with Italian children in public schools says of them, "that it is not for nothing that they have lived for centuries in the land of beauty. Italy gives her children an instinctive knowledge of the beautiful in color and contour.

The attractive arrangement of fruit stands, the picturesque gaiety of the Italian quarter in our cities; the groups of pilgrims from their far-away quarters, who may be seen in the art galleries of Boston and New York on any free Sunday afternoon,—these are familiar evidences of racial characteristics which should be recognized as a distinct contribution to American life."

A teacher of drawing in the public schools of one of the New Jersey cities, having a large foreign population, says she has found the Italian children far more talented on the average than the others. When given brushes and paints, they hold their brushes correctly and handle them as if thay had been handling them for years. She adds, "Individual instances might be cited indefinitely, such as that of the boy who filled his book with views of the school building and many architectural details; the boy who, when the attitude of a little girl posed by the teacher for the class to draw, did not seem to him from his desk wholly pleasing, deliberately walked up to the model and changed her position to suit him better; and the one who spent his evenings at the settlement painting daffodils, while his comrades, presumably of other nationalities, reveled in exciting games.

Signor Rossi, than whom there are few living Italians more widely known and loved among his countrymen, when asked what is their idea in coming to America replied, "I believe that among many Italian peasants America stands for more than the land of the dollar, even though they know little about it. I will tell you a story bearing on this point," he added. "Some time ago, in an Italian village, a lot of peasants became dissatisfied with the mediæval agricultural methods of the feudal lord. These peasants felt that they were neither going with the land, nor serfs. So one fine morning they gathered in front of the lord's house, bunched their shovels in a heap and on the top placed the following notice, 'Sir, do your farming yourself, we are going to America.'"

In view of all these facts is there not great force in what Robert Woods of the South End House, Boston, says in regard to the kindly treatment the Italians should receive from those to the manor born, "There is a particular need and opportunity among Italians for a friendly and helpful influence. With no nationality does the right sort of encouragement bring more valuable results. A lack of force of will, in their case, goes often with unusual skill, intelligence and constructive imagination.

There is a touch of pathos almost in the appeal of one of their own number, "Make us feel that America has good friends; intelligent, clear sighted friends; friends that will not exploit us; friends that will not be interested merely because of what Itily did in the past for all civilization; but friends that will extend to us the sympathy which is due from one man to another. You will thereby make us not merely fellow voters, but will prepare us for the supreme test of real assimilation, the wish to consider the adopted country as a new and dear Fatherland."

ELDRIDGE MIX.

WORCESTER BEAUTY SPOTS.

IF one were to ask a lover of nature to pick out the beauty spots of Worcester, he would hesitate before giving an answer. There are many who go into the woods to find the beauty of nature, and each one has his favorite place. There are certain places familiar to all, but to pick the localities admired by the great majority is difficult. The Lake, with its great park—one of the city's playgrounds—with its north shore reservation, appeals to many. A drive through the Worcester water basin district in Leicester and Holden reveals much of interest, but the real beauty spot of the great park system of nearly 1300 cultivated and uncultivated acres is Elm Park. This is a cultivated beauty spot, of which Sylvester Baxter, Boston authority on parks, says is the prettiest small park in the United States. University and North Parks have been made beautiful within the past few years, and the natural parks given the city by C. D. Boynton and O. B. Hadwen,—one in Paxton, the other in the New Worcester end of the city—are attractive, but Elm Park is the gem of them all. Another cultivated gem is Institute Park, the gift of Hon. Stephen Salisbury. Green Hill, the summer home of the late Andrew Green, and occupied by Martin Green, is an attractive bit of natural and cultivated scenery, but it is the natural beauty spot that is sought for.

Hadwen Park, the gift to the city by O. B. Hadwen in 1902, has developed in public interest within the past year, and is much frequented by picnic parties. Comparatively few persons have visited the spot and have little idea of its natural beauty and grandeur. It is one of the most attractive natural parks in New England, covering 50 acres, and borders on Curtis Pond, which covers 300 acres. No attempt has been made to cultivate it any way, excepting to lay out a few paths and build shelters for the accommodation of visitors, this being done under the direction of the Parks Commissioners.

It contains every natural feature of a park. The contour of the land is varied to a charming degree. There is a high hill, from which a broad and comprehensive view may be obtained of the entire south end of Worcester.

Hadwen Park is easily accessible. It lies between the Trowbridgeville line of the Consolidated Street Railway on the east, and that of the Worcester & Southbridge Street Railway on the west, being a very short distance from the electric cars of either line. If one takes a car on the Southbridge line, leave it at Heard Street, which is the first street to the left off Stafford Street. Then go directly up Heard Street to a sign directing one to the park. The other route is to take a Consolidated car of the Hope Cemetery line, and leave it at its terminus in Trowbridgeville. The route from that point is through Webster Street to Knox, and through Knox Street to the park.

In the center of the park is a pavilion, 24 feet long and 16 feet wide, containing chairs and tables, which may be used by picknickers. It has a concrete floor, and underneath is a tool-house. In this tool-house is a stove, where picknickers are allowed to heat water or make tea or anything they choose. To the west of the pavilion a well has been dug, and about 500 feet of pipe have been laid.

The children are delighted with the park because there are different kinds of wild flowers to be found there. There are two large flower beds which have been made, and a few smaller ones. These beds contain azaleas and rhododendrons of different colors. The one in the west side of the park contains plants which were imported from Scotland by Mr. Hadwen during the spring.

Most notable of the park features of this beautiful tract is its forest. The word is fitly applied to the masses of great trees, grown to perfect maturity. It would take generations of careful planting to produce such trees.

A visitor, who is an enthusiastic lover of nature, in describing this tract said:

"One feature of the park is worthy to be termed a phenomenon of nature. A sharply defined ridge twists through the forest, extending a distance of nearly, if not quite, half a mile. It reminds one of the serpent mounds of the Ohio mound-builders, the work of pre-historic man.

"The head of the ridge may be placed at the southerly end of the park. It winds through the forest to an abrupt ending at the pond, and there the serpent takes a little twist of his tail back to itself, forming a smoothly-rounded knoll.

"The ridge is heavily wooded its entire length, and the fascinating quiet of primeval forest clings to it. For most of its distance the slopes are steep, and the trees growing upon them make sharp angles with the ground. Most of the woodland of the ridge is pine, although fine specimens of deciduous species are scattered through the evergreens. Everywhere under foot is a fragrant carpet of brown needles.

"The shore line of the park varies charmingly. It is a curve everywhere, and a sharply-indented cove extends into a little piece of lowland. Another noticeable characteristic of the shore is the varied contour of the banks, which rise in places to bluffs of considerable height, and dwindle at other places to lowland.

"That the place is remote in its character, although really convenient of access, is shown by presence of the song birds. Especially remarkable is the presence of the winter birds, now almost banished from even the suburbs of the city. There is a splendid collection of trees and flowers, including Norway, sugar, Weir's cut-leaf and Schwedlerii maples, American white and purple leaf beech, pin oaks, magnolias, flowering crabs, rhododendrons and azaleas."

Silver Springs Park, located in Worcester, Paxton and Holden, is the gift to the city of Charles D. Boynton of Paxton. It comprises about 95 acres, of which but a small part is in Worcester, and while the whole park is not practical for the city to take on as a part of its park system, there are a dozen spots within its borders which are in reality beauty spots. Situated about three miles from City Hall, and accessible only by private conveyance, few persons have visited it. Of the dozen or more individual spots in this tract none is more beautiful than the four or five acres in which the silver spring is located. To reach this part of the park it is necessary to go by private conveyance. It is a mile and a half from the end of the Tatnuck car line. The spring is in a V-shaped tract of land in the town of Paxton, and juts into the Worcester line. About the spring there is a beautiful grove of six or seven acres, which has picturesque features and could be developed later should the city accept the gift for park purposes, but the beauty of the spot is its grove and the natural scenery near this spring. To reach it the driver should take the first cross-road after leaving the Worcester line, which is marked by a stone boundary in the main road between the two towns. The drive to the spring is about a quarter of a mile, through a shady and beautiful grove, and the spring is at the right of the road, where it overlooks Worcester, and there is no fairer or more beautiful spot in the town of Paxton than the location of this spring and its surroundings. It is an ideal place for a day's outing if nature study and a restful visit to the country is the object.

The ideal canoe trip is to what for many years has been known as the Sanctuary, on the Shrewsbury side of the Lake. It is about a mile north of the causeway, a short distance above and opposite Regatta Point. This spot is known by the majority of canoeists

and is visited daily by many. This spot was made famous, locally at least, by T. Wentworth Higginson, the Worcester historian, who frequently visited it in his youth and made it a feature in his writings. It is exclusively a canoe trip, the features being the wild, natural scenery, the stillness of the stream, and the presence of many birds—a distinctive feature.

The Sanctuary can be reached along the north shore drive on the Shrewsbury side of the Lake, but is best reached by water, the inlet making in at a width of twelve or fifteen feet, and the stream is about half a mile long. In laying out the north shore drive a culvert was made and under this the stream lazily winds its way, and one of the features of the trip is the passage under the culvert. The stream winds along circuituously to the Sanctuary, which derived its name because of its absolute stillness and seclusion given it by Historian Higginson. About two-thirds the length of the stream is a peninsula of about two and a half acres, but the under growth within the past few years has taken away a part of the beauty of the trip and the growth in the stream handicaps the canoeist to a certain extent, but once reached there is no fairer spot in the whole length of the Lake than this secluded strip. The growth in the stream has reached such a height that the canoeist is almost hidden as he winds his way in the direction of the peninsula, and gives a fascination to the trip obtained at no other place on the Lake. There are lilies and birds in abundance, and on the peninsula is a spring of cold water, the ancient name of the Sanctuary being Cold Spring.

Coal Mine Brook is on the north shore reservation drive and, with Wigwam Hill, is included among a half-dozen scenes along this section of the Lake drive. Coal Mine Brook flows along at the foot of the hill, winding its way to the Lake. Wigwam Hill is the highest eminence on the Worcester side of the Lake, and historians have credited it with being the scene of the last stand made by the Indians, who had made their home around Worcester, before they left these shores.

The brook flows through a level tract of land, which abruptly slopes northerly toward Wigwam Hill. The whole section is studded with massive hemlock, beech and other trees rare in this section. The hill can be reached either from Lincoln or Belmont Streets, being a high promitory about midway between these thoroughfares. Take a Fitchburg car to the Home Farm, if the visit is to be made from the Lincoln Street end, or a Lake car, and walk from Belmont Street. It is a short distance above Natural History Park. The brook finds its head waters near the old coal mine, which is a widely known locality, on the Elliott Swan farm. A branch of this stream winds its way northeasterly, and at its head is a cold spring which was the origin of North Park Pond, the Parks Commissioners building a small dam to hold the waters. The stone bridge over Coal Mine Brook was designed by City Engineer Frederick A. McClure. The stream empties into the Lake with considerable volume in the spring, and during the dry season threads its way along its winding course.

What the Sanctuary and Coal Mine Brook are to the Lake section of Worcester as beauty spots the Cascade is to the west side. If Worcester's historian had passed his leisure hours in the vicinity of Tatnuck instead of hunting the secluded spots around the Lake, he would have made even more famous locally the Cascade than did he the Sanctuary. This gem of beauty—a sort of lover's lane—is the scenic feature of Tatnuck. The Cascade is a secluded nook on the side of a high cliff about half a mile from the end of the Pleasant Street car line. Leaving the car, the route to the Cascade is through Olean Street to Mower and through Mower Street to Cataract Street, which is a path or lane, rather

from a street, running through the Charles D. Thayer farm. The distance to Cataract Street is about 1500 feet, and the walk of 1000 or more feet through this lover's lane, which some one gave the fascinating name of Cataract Street, is ideal. The Cascade is a sparkling fall of water over this high cliff, leaping with fascinating brilliancy, making the picture one of rare beauty. In front of the cliff is a shady grove, with various nooks to add to the charm, and when a dry season prevents the Cascade from being the chief attraction, the shade, quiet and beauty of the grove make it a place of interest. The approach to the grove is through a stretch of country which might be termed rather rolling, but the winding lane with its shaded approaches makes it not only an ideal spot for those who love to get into the quiet of the country, but the nature picture is particularly attractive to amateur photographers. It has been a picnic place for years, and few there are who do not express admiration for the Cascade as one of the city's real beauty spots.

Other spots equally as attractive as those which have been dwelt upon might be given. On the edges of Worcester are scores of them, and they attract many people during the summer. Tinkerhill road in Auburn is one of these. It is reached by taking a Worcester & Webster car, leaving it at the first station after passing West Auburn beyond Packachoag Hill. A guide-board directs one to it, and while there is no particular charm to identify it the walk over the winding country road is enjoyable, and admirers of birds and those who gather laurel find it a gem in the list of Worcester beauty spots.

A. M. C.

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[Reported by the Secretary.]

Matthew J. Whittall and Alfred Thomas have bought from William H. Burns the land and factory buildings at Salem Square. The building is occupied by the W. H. Burns Underwear Co., and other tenants. The property is assessed for $138,300.

Norcross Bros. Co. has received a contract to build the $500,000 Equitable Building in Baltimore. It is to be twelve stories, constructed of brick and steel.

Archibald W. Smith, of Toronto, representing a pulp and paper magazine, and several other trade publications has been in Worcester and talked of trade development in Canada. He says that country is prospering, importing from the United States last year $135,000,000 worth of products, and thinks this year's business will be larger. Great Britain gives a preferential tariff of 33⅓ per cent. to Canada. The proximity of the United States to Canada and the fact that New England manufacturers make goods more suited to Canada people's requirements will give this country the preference. Much of the increased business will be in the nature of machinery from the United States which means that Worcester will reap some of the benefits.

The J. R. Torrey Razor Co. has got into the path of business progress. A brick addition to cost $15,000 is being made to the Chandler Street plant which means an additional equipment costing $70,000.

Charles E. Squier, formerly Secretary of Worcester Board of Trade, has associated himself with the State Mutual Life Assurance Company. He is planning a vacation this month, with his family, to the coast of Maine.

THE WORCESTER MAGAZINE

Vol. VII. SEPTEMBER--1904 No. 9.

Magazine and Municipal Comment.
Representation that does not Represent.
The Grade Crossing Proposition.
Worcester Custom House Imports.
Worcester's Music Festival.
Opening of Worcester Schools.
Industrial News of Greater Worcester.

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WORCESTER, MASSACHUSETTS,
U. S. A.

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SENATOR GEORGE FRISBIE HOAR.

The Worcester Magazine.

VOL. VII. SEPTEMBER, 1904. No. 9.

This magazine is published by the Worcester Board of Trade. Its reading pages are devoted solely to municipal development, good citizenship and the business welfare of Worcester. Space in these pages is not for sale.

MAGAZINE AND MUNICIPAL COMMENT.

SENATOR GEORGE FRISBIE HOAR.

No town in the Commonwealth has done more to make American history than Concord. Giving the best it had during the struggle for independence, it furnished in the century following men whose names are prominent in history. Senator George Frisbie Hoar was born in Concord Aug. 29, 1826, but Worcester has been his residence since 1849, at the time he was graduated from the Harvard Law School. Senator Hoar inherited a love of law and politics, for his father, Samuel Hoar, was one of the most prominent lawyers in Massachusetts, and succeeded Edward Everett to his seat in the National House of Representatives. His mother was Sarah Sherman Hoar, daughter of Roger Sherman, one of the signers of the Declaration of Independence. Of the many distinguished men of Concord, Senator Hoar's father was one of the most prominent. Tracing his ancestry, the Senator took pride in the Puritanical stock from which he sprung, and never lost the love for his native town, although ever loyal to the home of his adoption. Of his ancestors, his grandfather, great grandfathers and several other members of the family were at Concord Bridge April 19, 1775. Senator Hoar grew up in the atmosphere of Emerson, Hawthorne and Thoreau, who lived in Concord while he was a boy.

For many days Senator Hoar has been in the shadow of death with the heart of the nation at his bedside. The breaking up of a great constitution is given as the cause of his ailment. There has been no clouding of this great mind, but the statement of men of science that he could not live has cast a gloom over Worcester. Massachusetts sighs for the passing of a favorite son, and the nation weeps because of the flickering of the spark of life in its beloved statesman. This feeling of sympathy is not confined to these shores, for there has been manifest a keen interest in his condition in London and continental Europe. No man deserves less the stilted phrase of commonplace praise. The frank, noble character of the passing statesman is more worthy of the tears of the people. Massachusetts has had few men of the mould of Hoar. The following paragraph from a notice of his sickness is taken from an exchange:

"For years the generation in which we live has been proud of his attainments. His life has certainly been the open book. The sweetness, for that is the word, of his private life, has rivaled the nobility of his public life. The imagination is not strained to discover

[illegible] for great passageway. The difficulty is to properly epitomize what might be said.

Senator Hoar has lived a long and useful life. Throughout his career the spirit of self-abnegation is strongly marked. He had ideals—not fictitious, unreal things—but warm, living, breathing ideals. His love for his people, his country and his State led him to dedicate his whole life, practically, to the public service. It left him a poor man, of course, and worn in body—but rich in the esteem of the people of the nation.

"The life of Senator Hoar is replete with lessons for the young and for the old. The business man may learn much from it; so can the professional man, and the statesman, yes—and the politician. From his entrance into the political field George Frisbie Hoar was a man of principle. 'Principle' was the pole star that guided him through all the busy years of his life, and the record of his doings does not indicate that even in the most doubtful, involved or troublesome times he ever lost sight of that star. His devotion to principle involved, of course, the possession of political independence."

From the time of his coming to Worcester Senator Hoar was active in politics. He had just been graduated from Harvard Law School, after receiving his degree from the literary college, and his first year as a resident of this city found him chairman of the Worcester County Free Soil Party Committee. This was his first dip in political waters. He later became a member of the lower branch of the State Legislature, and in 1857 was in the State Senate serving as chairman of the Committee on Judiciary. For a time he declined political office, preferring the practice of law, in which he became especially proficient. Twelve years after his service in the Legislature he was elected to the Forty-first Congress, succeeding Hon. John D. Baldwin as representative from the Worcester district. He had made some money in law, had made a reputation for himself in politics, and was now entering upon his great life work. Although but forty-three years of age he showed a conservative judgment, was conscientious, had a capacity for hard work, and had perfected a style of oratory peculiarly his own. He was elected United States Senator in 1877, succeeding Hon. George S. Boutwell, and has since been a member of that branch of the government. Of his career in Congress a great deal can be said, and the news prints have been filled from time to time with the strong points of his remarkable record, but summing up his life work as a member of Congress the following is taken from his autobiography of seventy years:

"If, on looking back, I were to select the things which I have done in public life in which I take most satisfaction, they would be the speech in the Senate on the fisheries treaty July 10, 1888, the letter denouncing the A. P. A., a secret political association organized for the purpose of ostracizing our Catholic fellow citizens, and the numerous speeches, letters and magazine articles against the subjugation of the Philippine Islands."

At this writing Senator Hoar is considered a very sick man, and the country has for days been prepared to hear of his death. Among the traits of his character are his great heart, his liberality, his breadth of spirit that would not brook for a minute the show of intolerance, his graciousness in the moment of his defeat, his fairness in victory, and above all his abiding faith in mankind. These were the things which have endeared him to the men, women and children of the Commonwealth.

THE EXPORT SHEET.

It is now two years since the Worcester Board of Trade issued the unique publication called the Export Sheet, of which over 25,000 copies were circulated in foreign countries.

The Board of Trade now offers to renew the publication and to supplement it by a concerted effort to obtain and disseminate information of the

conditions, needs and requirements of foreign markets. Other New England cities and manufacturers are already reaching out for a wider distribution of their product. An international Board of Trade is in formation in New York to do just what the Worcester Board of Trade is attempting. Similar organizations, both of a private and semi-public nature, have for some time existed in other countries, and especially in Germany.

Worcester manufacturers should give cordial co-operation to the efforts of the Board of Trade, for in this, as in other directions, the Board of Trade seeks only to serve the interests of the city. It has no business of its own to promote and no private ax to grind.

To render the Export Sheet most efficient, manufacturers represented in it should meet occasionally to supplement the work of the Board of Trade in its publication, and that of the government in improving the consular service and in making our diplomatic corps an auxiliary in promoting American industry through the channels of export trade.

Scores of possible shippers are without interest in foreign trade, partly through their unfamiliarity with the customs of foreign markets, and partly because they have thus far been able to market their product at home very easily. The first can easily be remedied by associating our manufacturers in council, and establishing a fountain head for the distribution of knowledge which can readily be obtained, and the latter reason will lose its force in view of the home competition becoming yearly more close, and in view of the risk of an unprofitable home market which is always imminent. We need foreign trade in Worcester, and we may need it next year and the year after more than now.

The United States government is giving important aid to foreign trade by the publication of Consular Reports containing fresh and reliable information as to trade and industry in other countries. It is constantly making tentative efforts to equip our manufacturers for successful competition in the markets of the world. The utility of our consular service in this particular has, in recent years, been emulated by other industrial nations, and late instructions from our Department of State endeavor to enlist the co-operation of our diplomatic service in extending the limitations of the Consular Service through its lack of diplomatic status. The United States began the publication of Consular Reports in monthly form in 1880, and in daily form in 1898, thereby making them immediately valuable to the community. The publication in daily form was made at the suggestion of Mr. Fredrick Emory, now chief of the State Department's Bureau of Trade Relations, and it is far in advance of any similar publication by any other government. By it valuable and timely information is promptly given, but the zeal and activity of the consular service is greatly increased, and the necessary information, how to sell goods, as to trade requirements, banking and shipping facilities, new inventions, new processes of manufacture, etc., is continually becoming more complete and valuable. Since 1903 these reports have been published and distributed by the new Department of Commerce and Labor; the collecting of the reports, however, being the duty of the State Department. This large mass of valuable information supplied through this efficient agency, created and supported by the United States government, should become the possession of our Worcester manufacturers. The Export Sheet of two years ago gave a publicity to our leading manufacturers which could not be attained by any system of private aid, and to an extent and with a discrimination utterly impossible by private effort, except at a greatly increased cost. The Worcester Export Sheet was the first attempt of the kind made in this or any other country, and gave no little notoriety to our city, and considerably enhanced the reputation for enterprise of its Board of Trade. Should it be repeated, the Board of Trade might undertake, in addition to distribute information, to furnish the opportunity

for frequent meetings of manufacturers, and for occasional addresses by exporters and foreign bankers, to provide the facilities for translation, and to perform numberless minor services required by those who are reluctant to encounter the obstacles of foreign trade single-handed.

REDUCING THE TAX RATE.

Worcester's tax rate has been fixed by the Assessors at $17.40 per $1000, which is 20 cents lower than last year. The rate was lowered without the use of the liquor license money, it going to meet the city's current expenses for the year. In the July number of the Worcester Magazine it was shown that by a systematic practice of economy in city finances a rate of $16 per $1000 could be maintained. This reduction of 20 cents per $1000 is the first step in this direction.

A majority of Massachusetts cities have raised the rate of taxation from 20 to 60 cents per $1000. This is particularly true of Boston, where the rate has gone up from $14.80 to $15.20 per $1000, the highest since 1884. The loans which Boston has made outside the debt limit are beginning to prove a burden. They are for paving, school-houses, Metropolitan sewer, park and water. Worcester maintains all these expenses from money on hand, or on loans made well within the debt limit. While Boston has increased its rate, Worcester has made a drop. Because the Boston rate is $2 per $1000 lower does not indicate that the city is in a better financial condition. Worcester is favored by comparison. Boston can raise by taxation but $10.50 per $1000 on the average valuation for five previous years. Worcester can raise $12 per $1000 on the average valuation for three previous years. This is why the Boston rate is lower than that in Worcester. Boston valuation is $1,237,000,000 in round numbers, and Worcester's valuation is $119,000,000 in round numbers. Boston's valuation is ten times greater than that of Worcester, the net debt is ten times as great, and the appropriations are ten times as large. Boston's net debt is over $50,000,000, it increasing more than $4,000,000 last year. With its valuation, appropriations and net debt ten times greater than that of Worcester, and its population less than 500,000, it is seen that the net debt per capita is a great deal larger than in Worcester.

With the exception of loans for sewer and water, which the city is authorized to borrow outside the debt limit, the finances of the city have been so managed that Worcester is well within the debt limit prescribed by statute so far as borrowing money for permanent improvement is concerned. Boston has borrowed all possible outside its debt limit, which, on account of its valuation, is an extremely large sum. In addition to this it has borrowed and is annually petitioning the Legislature for permission to borrow still larger sums outside the debt limit for improvements which it finds necessary to make.

These figures—a comparison between Worcester and Boston—are given to show the effect upon the corporation tax. It is probable that the corporation tax over the state will be increased because of the increase in the Boston rate. It will take a decrease of 20 cents per $1000 in the rate in ten cities the size of Worcester to offset an increase of 40 cents in Boston on the corporation tax. In 1903 the corporation tax, which was the average tax rate for the entire state, was higher than that for any year since the war. The figure was $16.76, the rate per $1000 on which the corporation tax was assessed. It was increased 98 cents per $1000 within five years. If Worcester can get its rate of taxation below the average rate for the state, it will be a strong inducement for manufacturing industries in Worcester to have as much of its property taxed locally as possible, reducing by so much that proportion of property values which would be assessed as a corporation tax.

The statement of Worcester finances, issued Aug. 12th from the office of City Auditor John B. Bowker, shows a

reduction of $68,500 in the gross funded debt of the city, as well as a material reduction in the net debt. This is the first time a reduction has been made in the gross funded debt of the city since 1887. Since that time the valuation of city property has doubled, and the gross funded debt has increased three times. This shows that the funded debt has increased 50 per cent. faster than the valuation. It is now time for the city to call a halt and begin a systematic reduction until such time as the valuation shall warrant increased borrowing without placing too great a burden on the taxpayer. If the Mayor carries out his expressed determination of keeping the loans within a fixed amount, the net debt will, undoubtedly, show a reduction of at least $100,000 for the current year.

The Assessors did not get any of the $150,000 of liquor license money to use in reducing the tax rate, and expressed their approval of the Mayor's financial policy by agreeing with him that it was better to use the money for the payment of bills for current expenses rather than to use it to effect a further reduction of the tax rate this year, which, undoubtedly, would have had to be made up next year. Considerable work in the line of improvements has been done this year. Front Street has been paved, and the pavement on Millbury, Cambridge, Chandler and Salem Streets relaid. This will prove a great saving in the yearly cost of maintenance, allowing more to be done each year in the residential and outlying districts. Over $200,000 will have been paid in completing the new City Hospital, the largest storage basin on the Kettle Brook water system will have been begun and completed at an expense of nearly $150,000, a large number of the old water mains will have been removed and larger ones take their place, ensuring better fire protection and a more uniform pressure for water takers. The Quinsigamond play-ground has been purchased as an addition to the public park system, two new pieces of apparatus have been added to the Fire Department, and a larger amount of hose purchased than for several years past. This has all been done, loans have been kept down, there has been a reduction in the gross funded debt and the net debt, and Worcester is one of the few New England cities that has reduced its tax rate.

PROTECT THE PUBLIC.

The collision of two cars of the Boston & Worcester Street Railway Company, near the Westboro and Southboro line of its road, early in the month, vividly recalls another frightful accident on the same line about a year before. Both accidents were the result of gross carelessness—violation of explicitly given orders. If the employees of the company will not obey orders, the traveling public has no guarantee of safety.

If a street railway company intends running over a track as heavy as a steam railroad track, if it intends running cars as heavy as steam railroad cars, if it intends making time made by steam railroads, the company should live up to all restrictions required of steam railroads. Confidence in corporation management is what brings business. Since the accident the road has used its double track from the Worcester line to White's Corner, leaving a single track between that point and Framingham junction, which is a fifteen-minute run.

As a general proposition the one-track line for long distances and high rates of speed involves serious risks unless these risks are offset by the most stringent precautions. The Boston and Worcester system employed was, doubtless, well calculated to guard against such an accident had its requirements been closely observed; but fatal negligence somewhere destroyed its efficiency. It is a lamentable feature of the affair that it should have occurred so close to the completion of a through double-track service, which would have obviated such a danger.

REPRESENTATION THAT DOES NOT REPRESENT.

MOST of the cities of America at present are divided into wards and precincts, and the city government is composed of the representatives from these divisions which are made on purely geographical lines. An imaginary boundary is all that divides an inhabitant of the First Ward from one of the Second. If this method of representations were not universal; if it were not sanctioned by long-continued custom; if similar ideas of representation did not prevail in state and nation, its absurdity would be at once apparent. The disadvantages of such a basis of representation are increased, and its irrationality more clearly shown by the character of the modern city to which this now antiquated system is applied. A brief consideration of the origin and development of this system may be instructive upon this question.

The United States was the first nation to successfully apply the principles of representative democracy. The only previous successful government of the people was the Athenian method of government by the people, that is, where the whole people participated in the actual enforcement as well as the enactment of the laws, and where most of the officials were chosen by lot to emphasize the equality of all the citizens. In the United States alone the idea that the whole people could choose their rulers who would be in a sense their servants was perceived, dimly at first, but with increasing clearness, and government for the people became the fitting complement to government of and by the people.

The situation and character of the American colonies, the imperfect methods of transportation and communication, forbade any other basis for the representation of the people than a geographical one, even if such other basis could have been conceived.

A representative government at the present time, however, is a different affair from the union of independent states, one hundred years ago, and the assembly of the people's representatives to-day bears no resemblance to the meeting of local dignitaries which constituted the first Congress.

The idea of a deliberation and decision by the whole people, at least upon the principles of government, and a choice of representatives to carry out this decision, was hardly imagined by the founders of the republic and would have been regarded as chimerical if it had been proposed. This representative principle of popular government rapidly became controlling and by a perversion of the constitutional method of choosing the President it was possible to apply it first of all to the election of the chief magistrate.

Abraham Lincoln was the first, however, to grasp its full significance, and in the solution of the problems of his time, far too great for individual effort, it received its final development. Since the Civil War the reference of all fundamental questions to the united opinion of the nation has become a truism of the political life of America, and the practical basis of democratic government.

In addition also to this principle of popular judgment upon questions of policy and as a consequence of it, a second idea of representative government has appeared, that of choosing those representatives to carry out the judgment of the nation who, by education and training, are best fitted to give effect to the wishes of the people. In the complexity of modern life the expert in all lines has become a necessity, and is recognized as such in all directions of private endeavor, and this latest addition to representative government is but the transference of this "expert" idea to public affairs. As the private citizen reserves to himself the decision whether or not he shall undertake a law-suit, for example, but

having once made up his mind to enter upon it he confides its directions to a legal expert, so in public questions while the whole people retain the decision on important matters, it is becoming more manifest that the practical enforcement of such decision should be left, under proper safeguards, to those of the nation who have especially qualified themselves for its successful conduct.

While these two aspects of the election of representatives should be considered in national and state questions, the necessity for them in municipal government is even more apparent. The demand for a "business" mayor in the large cities of America is evidence that the benefits of expert administration are everywhere recognized, and that something more is required for successful conduct of civic affairs than the more or less infrequent commands of all the citizens. While in the larger units of government convenience at least seems to require certain geographical divisions, and it is perhaps impracticable to dispense with them entirely, in the smaller areas of city government, territorial subdivisions are rather a hindrance than a help to a true representation of the ideas of the inhabitants, and in many cases prevent the election of well-qualified representatives.

The development of the idea of representative government, to consist in the decision by the people upon important questions and the selection by them of the representatives best fitted to carry into effect this decision, has been most rapid and has proceeded farthest in municipal government. In fact, the cumbersomeness of the geographical method of representation is becoming so clearly shown, and its disadvantages are so apparent, that in many cities this method has been abolished in the choice of representatives in many branches of the government. The chief executive has, of course, for many years been the representative of the whole city; the upper branch of the city government is chosen upon a principle of minority representation in many cities; and agitation is continuous throughout the country to abolish the election of the municipal school board upon geographical lines. Nothing has been more potent than the division of the city into wards to strengthen the power of municipal rings and make almost impossible the task of securing not only efficient but even honest government.

As the politician has been the representative of a small fraction of the inhabitants of the city, the true purposes of representative government have been obscured, and he has considered himself as rather the patron of those who elected him, and too often as a consequence hostile to the larger interests of the city as a whole. Sectional representation is very apt to partake of an eleemosynary character, in which a few of the fortunate citizens obtain relief at the expense of the entire city, and it has become the business of the ward politician to see that the inhabitants of his ward receive their due share of the plums. In other words, the members of the city government elected as at present owe a divided allegiance, first, to that division of the city which, as the phrase is, they represent, and very secondarily, in too many cases, to the city as a whole. As their continuance in office is dependent merely upon the favor of their ward, the temptation is irresistible, where its interests and the welfare of the whole city are or seem to be in conflict, to concern themselves with the former alone. If, however, they represented the ideas of the citizens rather than territory, this temptation at least would be removed and failure to accomplish the desires of the majority of the citizens would be the signal for their removal as its representatives. While in the nation it often happens that the inhabitants of contiguous territory have similar interests and ideas which may differ in some respects from those of other portions of the country, it can not be imagined that the various wards of a city will differ in this regard, so that in most cases the only representation of benefit to his

constituents that a municipal politician can render must partake of the eleemosynary character mentioned above.

In conclusion, then, since representative democracy in the United States has developed to a representation of ideas rather than geographical divisions, and since the majority of the citizens directly pass, in the choice of representatives, upon all fundamental questions and elect their representatives to carry out their decisions, the time would seem ripe, in municipal government at least, to abolish the complicating and detrimental though time-honored system of dividing the city into territorial divisions, thereby making obvious to the most obtuse their responsibility to the whole people, and affording a direct and certain method of enforcing such responsibility. No other consideration could then enter into the choice of representatives but their fitness to undertake this responsibility, and the municipal governments of America would represent in integrity, in ability, and in honesty, the majority of their citizens.

H. W. F.

THE GRADE CROSSING PROPOSITION.

UNLESS some unforeseen complication arises the Grade Crossing Commission, appointed by the court more than three years ago, will reach a final decision before the end of the present year. It has but two questions left to decide. One of these relates to detail of the track arrangements and the apportionment of the cost of the proposed changes, and the other has to do with the plans for the Union Station. The Commission is to meet Sept. 26 to hear arguments as to a division of cost between the New York, New Haven & Hartford and the Boston & Albany Railroads, and to consider plans submitted for the new station, and it has agreed to hold daily sessions until its decision is reached.

The site of the station is no longer an issue. That was settled by agreement between the city and the railroads two years ago, and confirmed by the special legislative act of 1902. The opinion of the Legislature on this point was again expressed last winter, when it refused to grant the petition of the New York, New Haven & Hartford Railroad asking that the question be re-opened. It will be remembered that the New Haven road presented a bill instructing the Commission to locate the new station between Washington Square and Madison Street. Had that bill passed, the Commission, instead of being in a position where it can shortly make its final report, would be now giving hearings whose only result would be to open up a controversy between the railroads themselves, and develop a real estate war that would delay indefinitely the final solution of the grade crossing question. This bill, which the Committee on Railroads of the Legislature refused, by a bare majority, to report favorably, authorized the Commission, should it decide upon a new site for the station, to make such changes in the grades of streets as were necessary to make them conform to the new station plan, thus destroying the safeguards which the city, after much pains, succeeded in throwing about the integrity of its streets in the grade crossing act of 1900.

The New Haven people seem to have accepted the decision of the last Legislature as final, as they made no objection at the last session of the Grade Crossing Commission to going on with the hearings under the conditions established in the special legislative acts of 1900, 1902 and 1903. They did, however, object to the plan for the station which the city and the Boston & Albany Railroad have agreed upon. This practically new station, for it retains nothing but the tower and north wall of the present structure, will cost about $400,000. The New Haven road, which professes a willing-

ness to build a station itself on some other site, criticised this plan as too costly, taking the ground that the expenditure of so much money is not warranted by the terms of the act of 1902, which provides for a station on the present site, adapted not only to the requirements of the railroads, but also to the convenience of the public. City Solicitor Rugg, who drafted the act, believes its phraseology will fully justify the construction of the commodious, elaborate and even elegant station suggested in the Huckle plan, and there is reason to believe that the Grade Crossing Commissioners will agree with him.

Should these plans be finally adopted, Worcester will have one of the finest railroad stations in the country, modern in its equipment, and easily accessible from every part of the city. It is possible, however, that there may be something in the Commission's report that will not be entirely satisfactory to the city, in which case additional legislation may be needed; or it may be that the New Haven, or the Boston & Albany, or the Boston & Maine may appeal to the Legislature to authorize changes in the Commission's report. If any of these contingencies should occur, next winter will be a busy one for the Worcester members of the General Court. They have been able in the past to secure the enactment into law of everything the Mayor and City Solicitor, acting under authority of the City Council, have stood for, and there is no reason to doubt that they will prove less efficient in the future.

The settlement of the question of the abolition of grade crossings on the Boston & Albany and the New York, New Haven & Hartford Railroads, and the construction of a new Union Station at Washington Square, naturally leads up to the equally important question of the abolition of the dangerous grade crossings on the Boston & Maine lines in this city. Two of these, at Summer and Shrewsbury Streets, will be wiped out as the result of the report of the present Grade Crossing Commission by the plan already agreed upon by all the parties in interest for bringing the Boston & Maine trains into the new Union Station over the viaduct. The abolition of the other grade crossings at Exchange, Central, Thomas, School, Market and Garden Streets, and Lincoln Square, should not be long delayed.

There is a growing sentiment, which is based upon sound reason, that when this public improvement is undertaken the solution of the question will be found by bringing the passenger trains of the northern roads into the city through a tunnel under Normal School Hill, beginning at a point north of Garden Street and coming out near the east end of the Union Station. This plan would give the New York, New Haven & Hartford the direct through connection with the Boston & Maine, which it desires, would avoid the erection of an unsightly viaduct across Lincoln Square and through the centre of the city, and would get rid of the present viaducts across Foster and Front Streets. It would not disturb the present manufacturing establishments along the line of the northern roads, whose freight business, for the present at least, could be done at night over a single track without danger to the public.

The City Council would do well to give this matter early attention. It was considered more than thirty years ago, when the Union Station was first located at Washington Square, and if Mayor Blake, who had the matter very much at heart, had lived, it might have been carried through at that time. Tunneling can be done very much more cheaply now than it could then. It is not certain, in fact, that such a solution of the problem of the northern roads would be very much more expensive than that suggested by the city's experts five years ago. It would certainly be more satisfactory.

If anything is to be done along this line, the initiative must come from the City Council. The Worcester members of the Legislature can accomplish nothing in this direction until the City Council authorizes the Mayor to petition for legislation.

WORCESTER CUSTOM HOUSE IMPORTS.

WORCESTER has a custom house as subport of entry. Major Francis E. Goodwin, deputy collector of customs, is the appraiser of the port, and while the public has little idea of its transactions, there is a considerable amount of goods in bond imported direct to Worcester. This city is an interior port of entry, goods in bond being forwarded from the exterior port through immediate transportation without appraisement. Many Worcester importers have their goods come direct. With every bill of goods are the cost, duty charges and declaration. The duties of the collector are to appraise the goods, collect the duty, and release them from bond. The importations from July 1 to Aug. 20 are:

JULY.

Date	From Where	Cases	Goods	Estimated Duty
1	Liverpool	13	Earthenware	$450
5	Leghorn	4	Olive oil—liquors	25
5	Rotterdam	7	Wire heddles	539
8	Liverpool	2	Steel	8
12	Bremen	1	Cotton cloth	125
8	Liverpool	3	Paper hangings	185
9	Liverpool	4	Earthenware	88
10	Liverpool	57	Wool	1,970
15	Hamburg	19	Preserves	100
18	Hamburg	75	Toys and crockery	1,000
26	Liverpool	3	Wall paper	39
26	Liverpool	10	Wool	200
11	Liverpool	6	Earthenware	122
28	Bremen	1	Glass	110
27	Rotterdam	11	Madder	120
27	Bremen	2	Earthenware	62

Total number packages 260
Invoice value $9,202
Estimated duty $5,310

AUGUST.

Date	From Where	Cases	Goods	Estimated Duty
2	Bremen	1	Hosiery	$275
4	Hamburg	73	Glassware	1,333
2	Hamburg	15	Provisions	50
4	Liverpool	3	Machinery	156
8	Manchester		Steel scrap	803
3	Liverpool		Porcelain and paintings	85
4	London		Mineral white	5
12	Palermo	4	Rugs	80
8	Naples	1	Bronze	10
12	Rotterdam	1	Wire heddles	114
11	Antwerp	36	Toys and crockery	1,055
12	Copenhagen		Steel scrap	2,234
12	Liverpool	5	Fancy articles	125
12	Liverpool	2	Earthenware	50
12	Hull	3	Post cards	200
12	Glasgow	50	Whiskey	100
15	London	56	Wool	725
12	Liverpool		Algarobella	Free
15	Liverpool	364	Wool	10,000
17	Havre	7	Metal and fancy goods	870
17	Copenhagen		Scrap steel	400
17	Bremen	1	Cotton	205
17	Liverpool	1	Personal effects	5

WORCESTER'S MUSIC FESTIVAL.

FOR almost half a century Worcester has possessed an international reputation as a musical city, and the fame of its annual Music Festival has gone the world over. No other American city can point to an unbroken record of forty-six years during which there has been, without interruption, a notable week of music, ever increasing in artistic merit, from the early days when the Worcester Festival was quite local in its constituents to the twentieth century, when the earth is annually ransacked to provide the high-

MME. LOUISE HOMER.

ear grade musical entertainment for Festival patrons.

In music festivals as in various other activities, Worcester is in a class by itself in America. The only other city that lays claim to a pretentious permanent festival is Cincinnati, where the sixteenth biennial May festival was recently held. But Cincinnati makes no boast of an annual festival, and its most excellent May festival dates from 1873, fifteen years after the Worcester Festival began its career.

MISS MARIE NICHOLS. Violinist.

This year Worcester will enjoy its forty-seventh Annual Festival, during the week of Sept. 26-30, the five great concerts falling on Wednesday, Thursday and Friday, Sept. 28, 29 and 30.

The Festival management is in quite new hands this year, although the officers have all had years of experience in the Board of Government. The President is Paul B. Morgan, one of the leading young business men of Worcester. The Vice-president is J. Vernon Butler, a musician with a reputation as organist and conductor. The other officers are: Secretary, H. R. Sinclair; Treasurer, George R. Bliss; Librarian, Luther M. Lovell. The Directors include Charles I. Rice, Charles M. Bent, G. Arthur Smith, R. B. Fowler, Philip W. Moen, W. H. Cook, E. L. Sumner and Arthur J. Bassett, of whom half are professional musicians and half business men or bankers.

Unsupported by any endowment, with very small funds, and with recollections of a deficit for half a dozen years past, the problem of offering a festival of the highest grade is, of course, perplexing. But the Board of Government is determined that there shall be no unwise economy that would destroy any of the Festival's prestige, and it has gone about its work with the sole thought of maintaining the Worcester Festival standard, and of presenting a magnificent programme magnificently. To make this possible it has a small guarantee fund from a half hundred citizens; a local chorus of 400 voices, enthusiastically upholding traditions of the famous Worcester chorus; it has the co-operation of the Boston Symphony Orchestra, which furnishes players for however large an orchestra may be needd; and it has two splendid conductors, Wallace Goodrich and Franz Kneisel.

With these forces, assisted by a dozen of the finest soloists who can be secured, artistic failure is impossible, and if the Festival finances again show a deficit, it will be because of some condition beyond the power of the Board of Government to reach.

Within a few days there has been issued a handsome pamphlet telling the advance story of the Forty-seventh Annual Festival, by word and portrait. From this pamphlet may be obtained fullest information of the season ticket sale, Sept. 14; sketches of the artists who are to appear, and the programmes of the five concerts.

These programmes follow:

FIRST CONCERT.

Wednesday evening, Sept. 28, at 8 o'clock.
Charles Camille Saint Saens' "Samson and Delilah"—
Delilah, Mme. Louise Homer
Samson, Mr. Edward P. Johnson
The High Priest, Mr. Emilio De Gogorza
Abimelech (an old Hebrew). Second Philistine, Mr. Frederic Martin
The Chorus. The Orchestra. Mr. Wallace Goodrich, conductor.

SECOND CONCERT.

Thursday afternoon, Sept. 29, at 2.30 o'clock.
Rimski-Korsakoff. "Overture." (First time in Worcester.)
Vieuxtemps. Concerto in D minor for violin (without scherzo).
Miss Marie Nichols.
Dvorak. Scherzo Capriccioso
Haydn. Aria, "With Verdure Clad" (The Creation).
Mrs. Mary Hissem de Moss.
Beethoven Symphony in C minor, No. 5.
Mr. Franz Kneisel, conductor.

THIRD CONCERT.

Thursday evening, Sept. 29, at 8 o'clock.
"The Dream of Gerontius." (First time in Worcester.)
Contralto, Mrs. Ruth Thayer Burnham; tenor, Ellison Van Hoose; baritone, Francis Archambault.
The Chorus. The Orchestra. Wallace Goodrich, conductor.

FOURTH CONCERT.

Friday afternoon, Sept. 30, at 2.30 o'clock.
Tschaikowski. Symphony in E minor, No. 5.
Gounod. Aria, from "Queen of Sheba," Mrs. Ruth Thayer Burnham
Bach, Sarabande and bourree for string orchestra, from violin sonata in B minor.
Liszt. Piano Concerto in E flat major.
Senor Alberto Villasenor.
Gounod. Aria, "Chanson de Vulcain." (Philemon and Baucis.)
Francis Archambault.
Wagner. Introduction to Third Act of Lohengrin.
Mr. Franz Kneisel.

FIFTH CONCERT.

Friday evening, Sept. 30, at 8 o'clock.
Bizet. Suite L'Arlesienne, No. 1
Thomas. "Polonaise," from "Mignon."
Mrs. Mary Hissem de Moss.
Massenet. Arioso, "Roi de Lahore."
Emilio De Gogorza.
Beethoven. Aria, "Ah, Perfido."
Mme. Louise Homer.
Intermission.
Gericke. "Song of Homage."
The Chorus.
Meyerbeer. Air, "Plus Blanche." (The Huguenots.)
Ellison Van Hoose.
Widor. Choral and Variations for harp and orchestra.
Heinrich Schuecker.
Wagner. Excerpts from Lohengrin.
Wallace Goodrich and Franz Kneisel, conductors.

LOUIE ERVILLE WARE.

OPENING OF WORCESTER SCHOOLS.

THE Worcester public schools open for the fall term Tuesday, Sept. 6, with few changes in the faculty. Mr. Arthur J. Bean, formerly of Worcester, who has been teaching manual training in Indianapolis for several years, succeeds Mr. Walter G. Wesson, who, for many years, has been director in manual training in the Worcester schools. Mr. Milton G. Fisher, principal of the Edgeworth Street school, becomes principal of the Greendale school, and William A. Tierney, teacher in the Ledge Street school, succeeds Mr. Fisher as principal of Edgeworth Street school. It is estimated that the first week's enrollment will show not less than 20,000 pupils. This year there will be ninth grades established in the Grafton and Canterbury Street buildings. This is the beginning of a policy of putting ninth grades in every large school building in the city.

An important feature of this year's programme is the elimination of preparatory work in the seventh grade. The preparatory school in the future will cover the eighth and ninth grades instead of the seventh, eighth and ninth. A pupil cannot go into the ninth grade until the work in the eighth has been completed. The pupil in these grades will begin with Latin

and German or French. These preparatory schools are located in the Millbury, Dix Sever, Providence, Belmont and Woodland Street buildings. There will be one session and distinct grades, with special teachers who will visit the several schools. No pupil will be admitted to the preparatory school unless he intends going to the high school.

The Worcester Polytechnic Institute opens Monday, Sept. 19, with examinations the week previous. President E. A. Engler says there will be more students than any previous year in the history of the school. There are more students already entered than at the same time last year, and the recent examinations have not been entirely heard from.

The State Board of Education has awarded scholarships in Worcester Polytechnic Institute and Massachusetts Institute of Technology. There are forty free scholarships given to the State by the Institute in return for its annual appropriation of $6000 toward the Institute's maintenance. Ralph D. Emerson of Worcester and Charles E. Allen of Spencer were awarded full scholarships of $250 in the Massachusetts Institute. In the Worcester school eleven men were given full scholarships of $150 and 58 were given half scholarships of $75. Louis A. Bisson of Leicester was given a full scholarship.

Under the head of "Records of Our Electrical Engineering Graduates" this statement is made:

The value of a thorough education fitting a young man for his life-work is no longer a debatable question. The recent report of the United States Bureau of Education shows that a boy with a common school education has practically one chance in 9000 of general recognition as a successful man in some department of human endeavor and usefulness.

A high school education increases his chances of such success by about twenty-two times, while a college education gives a young man about ten times the probability of success and advancement possessed by the high school graduate, or about two hundred times the opportunity open to the boy with only a common school education.

While the basis of income which a man may be able to secure is, in many respects, a false standard of comparison, yet it is perhaps as definite a measure of his worth as any single method at our command. For this reason, the following data presented by Mr. Dodge in his recent presidential address before the American Society of Mechanical Engineers is of much interest. From carefully prepared averages he found that in engineering work the average unskilled man at 22 years of age has reached his maximum earning capacity of $510 per year, which, capitalized at five per cent., gives him a potential value of about $10,000. The shop trained man reaches his maximum of $790 per year at 24 years of age, while the curve of income for the technical school graduate of 10 years' standing is still rising at 32 years of age, when he receives an annual income of $2150, which gives him a potential value of $43,000 when capitalized at five per cent.

Although this result, as shown by Mr. Dodge, has been criticised as being more favorable to the technical graduate than is justified in the average case, a diagram, which has recently been prepared from data received from graduates of the Worcester Polytechnic Institute in electrical engineering, substantiates the conclusions drawn by him and further emphasizes the value of a thorough technical training.

This diagram is probably unique in that it shows most completely the financial prospects of technical graduates from year to year. As the department of electrical engineering at the Worcester Polytechnic Institute has been established but eight years, there are data available for this period only, but during this time a large number of students have graduated, and data have been received from a sufficient number of them to represent conditions fairly. From these curves, it is

seen that the average graduate who receives $500 per year for his first position after leaving the Institute rapidly increases in value, so that, at the end of eight years, he may expect to receive an income of about $1900; or, if he has been a graduate student at the Institute for one year, his income is shown to average about $2500, which, capitalized at five per cent., gives him the income on an investment of about $50,000. By investing five years of his time and the cost of his college training, he has after a few years and for the remainder of his life increased his income earning value by not less than $40,000.

The students, old and new, who will come to Holy Cross College Sept. 7th will find the new athletic field very near completion. Apart from the advantage this improvement will afford to the athletes of the college, the people of South Worcester and of the whole community are gratified at the improvement. Not only will it delight the eye, but it will mean that the thousands who come to witness the intercollegiate baseball games on the college grounds will no longer be obliged to climb the hill to the old field, but may step directly from the South Worcester and Webster cars into the grandstand.

The new dormitory building—Alumni Hall—will soon begin to grow at the northeast corner of Commencement Terrace. The architects' plans are now in the hands of contractors, who will soon submit their bids, and after the selection of a contractor the work will begin.

The faculty changes this year are very few. Among the new members of the teaching staff will be found Rev. P. H. Casey, S. J., who taught at Holy Cross some years ago, and is known to many of the old students. He has been for some years a professor at Woodstock, Md., where the Collegium Maximum of the American Jesuits is located. He will take the chair of logic, ontology and cosmology. Professor Robert H. Johnson, S. J., another new member of the teaching staff, has recently completed a two years' course in advanced classical studies at Johns Hopkins University. He will teach the classics in freshman year. The other new members of the teaching staff are: Rev. Jos. H. Hann, S. J., dramatics; Rev. Matthew J. McCabe, S. J., freshman; Prof. Wm. T. Tallon, S. J., physics; Prof. Augustus Ooghe, S. J., modern languages, recently teaching and studying in Egypt; Professors Fremgen, Wheeler and Crane, assistants in the preparatory department. The prefect of discipline will be Rev. John D. Butler, S. J.

Clark College opens for the fall term Wednesday, Sept. 21, and Clark University one week later, the 28th. It is probable there will be a few changes in the faculty of both colleges, although no definite announcement of the faculty for the year has been made. It is the third year of the college course, and there will be upward of 110 students. President Carroll D. Wright of the college has been spending the summer in Marblehead, and Dr. G. Stanley Hall, president of the University, left Worcester Aug. 19 for a short vacation.

The Worcester Academy opens its fall term Tuesday, Sept. 13, and it is expected there will be about 200 pupils. Principal D. W. Abercrombie returns from his summer vacation early this month. There are two changes in the faculty announced. Dr. W. H. Ottman, formerly teacher in history, goes to the Penn Charter School in Philadelphia, and his place will be filled by Dr. Ernest H. Baldwin, a graduate of Yale. Mr. D. B. McMillan, physical director, goes to the Nautical Preparatory School, and his place will be filled by Mr. Erickson.

INDUSTRIAL NEWS OF GREATER WORCESTER.

Hon. Irving V. Townsend, chief examiner of the textile department in the United States patent office in Washington, has been the guest of L. W. and P. W. Southgate. He has been in the service of the patent department seventeen years, and this is his first visit to Worcester. Referring to Worcester, he said it was a most remarkable city.

"Of course, I heard of Worcester before coming here, but I question if any one, even the best informed officials in any of the departments at the Capitol, have any conception of the varied industries you have in this city of less than 150,000 inhabitants.

"To say that I am astonished is putting the matter mildly. You have here within a small compass, industries that are wholly unknown in other parts of the United States. Another thing is that in the textile department Worcester's inventive genius probably stands ahead of any community in the Commonwealth of Massachusetts, which, as I have said before, I believe leads the world in textile machinery. We receive more applicable inventions from this part of the country than all the rest of the United States combined."

This statement he made is important and should be given as much publicity as possible:

"Inventors and builders in Massachusetts lead the world in the creation and construction of textile machinery and mechanical appliances, and the graduates of the Worcester Polytechnic Institute are more than holding their own with the technically educated men of other schools in the United States."

Henry D. Perky, president of the Natural Food Company, founder of the Oread Institute, and member of Worcester Board of Trade, has resigned his position of president and director of the company, and it has been accepted. He will devote his entire time to the upbuilding of Oread Institute, recently removed from Worcester to Oread, Baltimore County, Maryland. The Natural Food Company got its start in Worcester, organized by Mr. Perky, shredded wheat being the original product, and it then developed in Niagara Falls. The cooking school was a branch of the Food Company plan, and both ventures are illustrations of what can be accomplished by advertising. In this art Mr. Perky was an adept.

The Norton Emery Wheel Company is preparing to expand its business, having purchased a parcel of acreage property at the corner of West Boylston Street and Barber's Crossing road leading to the fair grounds. The price paid for the property is in the vicinity of $10,000. Plans for the development of the property are not matured, but as this is one of Worcester's growing industries it is expected that the future will see this addition of an acre and a quarter of land utilized, a part of the expansion programme.

Horace W. Butler of Akron, O., has been visiting Freeman Brown, member of the Board of Trade. He is one of the oldest sash and blind manufacturers in the United States, and forty years ago lived in Worcester. He was born in Hartford eighty-four years ago, and was in the sash and blind business until 1841. He came to Worcester in 1843 and carried on the same kind of business twenty-one years. He had a sash and blind business in Chili at one time, but since the war has lived in Ohio. Commenting on Worcester as he now sees it, he says: "As I go about the city I see a good many of the old residences that I helped to

build forty and fifty years ago. In a good many of them there is work that I did, or helped to do. Several that I remember now are two houses down here on Linden Street, the Aldrich House on High Street, the residence of Milton M. Morse on Quincy Street, the Loring Coes residence at Webster Square, the Calvin Foster residence on Chestnut Street, Rejoice Newton's house at the corner of State and Main Streets, William H. Goulding's house on State Street, and W. H. Bliss' house, also at the corner of State and Main Streets."

Worcester is to have a souvenir of the Spanish War in the form of a captured Spanish gun loaned the city by the ordnance department of the United States Army. The cannon is a 6.4 bore Spanish gun, weighing 6300 pounds. It was secured through the personal efforts of Commander Daniel E. Denny of Post 10, G. A. R., Mayor Walter H. Blodget, Senator George F. Hoar and Gov. John L. Bates. The description of the cannon as furnished by the War Department is:

"The cannon ordered turned over is a 6.4 bronze rifle, 138 inches long, weighing 6300 pounds, and is marked as follows:

"On base ring, 'No. 4808 Sevilla 5 de Maide, 1798;' on surface of piece, reinforce, 'IV'; on surface of piece, chase, 'Halemundo'; on left trunnion, 'Cobres de Mexico y Riotinto'; on right trunnion, 'Po-6300'."

It will be mounted and placed in front of the Armory.

Ezra Sawyer, Worcester's oldest inventor, one of the oldest manufacturers, has recently passed his eighty-ninth birthday, and every work day finds him at his shop on Hermon Street working at the desk. He has lived in Worcester since 1840, and for more than half a century has lived at 7 Crown Street. He was born in West Boylston, and, until coming to Worcester, lived in Holden. His father was Joseph Sawyer, who brought the first spring wagon to this section and introduced the first machine for fulling of homespun and woven cloth. Early in his Worcester career he worked for Joseph Walker, blacksmith and wheelwright, then in the Bradley Car Works, going from there to Howe & Goddard's red mill, where he made patterns for an envelope machine. Later he entered the Union Water Meter Company, where, with Benaiah Fitts, he invented the magnetic metal separator. He is now one of the directors of the company. Though Mr. Sawyer's machine, which is to-day used in shops all over the United States, has been tested and found to be in every way satisfactory by expert machinists in Russia, Japan, Germany, England, Scotland and Ireland, he is continually making improvements.

"Probably before I shall have done my last day's work in my shop at Hermon Street, where I have been forty years," he said, "I will perfect several other inventions, but just now I am giving every attention to the separator, which is used to separate iron filings from brass and other compositions."

The people of Quinsigamond are planning for a memorial statue of Captain John Ericsson, inventor of the Monitor, so that his memory may be perpetuated in the minds of the Swedish speaking people of Worcester. The residents have issued a circular with a view to raising funds for the memorial.

The annual report of the Worcester Art Museum just published shows a healthy condition of the institution from the financial and art standpoint. There were during the year 21,021 admissions, an increase over a year ago of 1621; there is a cash balance of $10,175.36, and there were many gifts during the year. An important paragraph in the report is: "The Museum has gone on during the year with increasing interest and efficiency in all directions. It is attracting the attention and approval of artists and art critics in other parts of the country for the excellence of its building and arrangements, for the growth of its collections and the improvement of its exhibits

zones. The people of Worcester also show a growing interest in its advantages as one of the great educational institutions of the city.

The George A. Fuller Company of Boston and New York has been awarded the contract for the Henry Siegel & Company's department store in Boston from a field of twelve bidders. The Worcester representative of the concern is J. Edward Fuller, Brattle Street. The amount involved in the contract is about $2,000,000 for the building; it is estimated the complete structure will cost $5,000,000.

Dr. Oscar Junghaus, professor of physics and mechanical engineer of Schrawberg, in the service of the Imperial College of Germany, at Stuttgart, has been visiting several Worcester industries. He was accompanied by Prof. A. Winmore of the Polytechnic Institute at Stuttgart. The visitors visited the north works of the American Steel & Wire Company, in company with Fred H. Daniels, chief engineer of the works. The visitors visited industries in New York, Boston, Philadelphia, Springfield, Hartford, Providence, New Haven and Waltham. They are in the United States as official visitors from Germany to the World's Fair to remain until October. Dr. Junghaus says: "I have heard much of Worcester at home, but I did not have the remotest idea that its manufacturing embraced such varied industries as you have here, and the surprise for us is all the more agreeable. We hope to return to Worcester in the fall."

M. Eugene Blinn, junior member of the firm of Marcet & Blinn, Auberville, France, has been in Worcester looking up machinery for special gearing and automobile parts in France during the coming years. It is thought that Worcester will get an order for gear cutting machinery and lathes and planers aggregating $50,000 for export. Mr. Blinn visited the shops of F. E. Reed Company, Whitcomb Manufacturing Company, and several others. He says that while much American-made machinery is being used in France at present, hundreds of thousands of dollars' worth more will be installed within the next couple of years, a large portion of it going into shops devoted exclusively to the manufacture of gear cutting and automobile parts.

William J. Hogg, who has been identified with the carpet business in Worcester in the past, is interested in the Westboro Carpet Company. Boston and Philadelphia capital to the extent of $100,000 is interested, and the incorporation will be under the laws of New Jersey. The Locomobile Company of America factory is to be the home of the new industry, and in the permanent organization Mr. Hogg is to be general manager. Mr. Hogg says it is expected that fifty rapid looms will be operated at the beginning, and it is also expected employment will be given to 150 employees. The Westboro plant comprises two structures, one 45 x 250 feet, two stories high, and the other 108 x 182 feet, one story, with a basement. Mr. Hogg says the company will devote its attention to high grade products.

Fred A. Jones, manager of the Standard Plunger Elevator Company at Jamesville, has received word to rush work on elevators the Company is installing in the Waldorf-Astoria Hotel in New York. There was an accident there a short time ago, in which several elevators were put out of commission. The Standard Company has been given a contract for elevators in the Park Row Building, this being New York's 32-story structure.

The contract for the new power house and industrial building for the Grafton colony of the Worcester Insane Hospital has been awarded to Frederick W. Mark. The architects are Fuller & Delano Co.

The contract for lighting fixtures for the City Hospital new building has been awarded to Plummer, Ham & Richardson.

Plans are being made for a new pressed steel mill at Barber's Crossing, the corporation to be known as the Worcester Pressed Steel Company. The capitalization will be not less than $100,000; all the stock has been subscribed for, and application has been made to the Secretary of State for a charter of incorporation. One of the heaviest stockholders, and president of the Board of Directors, is Milton P. Higgins, president of the Norton Emery Wheel Company, of the Plunger Elevator Company, and of the Norton Grinding Company. Another director is George I. Alden, treasurer of the above corporations, and another is Floyd C. Furlow, connected with the Otis Elevator Company, New York. The general manager of the corporation is to be John W. Higgins, who has been superintendent and secretary of the Plunger Elevator Company. He begins his new duties at once. He went to Europe in the spring, where he investigated the processes used there.

Charles M. Allen, professor of experimental engineering at the Worcester Polytechnic Institute, and one of the stockholders of the new corporation, will conduct tests at the mechanical laboratories. As the first step in the inauguration of the plan for this new enterprise, the Worcester Pressed Steel Company has acquired the property of the Worcester Ferrule & Manufacturing Company, one of the oldest and most widely known cold metal working establishments in Worcester. The sale was ratified by Justin A. Ware, administrator, who has managed the business of the company since the death of Mr. Edmund Converse a year ago. The new corporation will assume the management of the Worcester Ferrule & Manufacturing Company.

WORCESTER BOARD OF TRADE.

BANK BUILDING, 11 FOSTER STREET.

OPEN 7.30 A.M. TO 6 P.M. PRESIDENT'S HOURS: 1 TO 2 P.M. MONDAYS, TUESDAYS, WEDNESDAYS AND FRIDAYS.

PRESIDENT, HARRY W. GODDARD. VICE-PRESIDENT, PAUL B. MORGAN.
TREASURER, H. WARD BATES. SECRETARY, HERBERT M. SAWYER.

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The Board of Directors meet on the evening of Thursday, Sept. 15, after a summer vacation.

James F. Healy, ticket agent at 396 Main Street, has arranged for a personally conducted tour to the St. Louis Fair. It is the arrangement originally made for the Board of Trade excursion, and leaves Worcester Wednesday, Sept. 21, in special Pullman cars, and includes stops at Niagara Falls and Chicago, with a choice of return routes. A week's stay is made at the Fair, and on the return a tour will be made of Chicago. The rate will include all expenses.

The Norwich Board of Trade issues a quarterly official publication. It is a neat issue in magazine form, and is encouraged by the advertisers of Norwich. The July number says of the Worcester Magazine: "The Worcester Magazine, published by

the Worcester Board of Trade is a model [illegible] typographically and otherwise. Members of our Board will find its pages interesting."

The Committee on Membership has had three meetings this The new appointments, the first being July 22, the second Aug. 4, and the third Aug. 18. Considerable interest was manifested in methods for increasing membership, and the committee decided to have frequent meetings during the year. There were elected to membership these persons: C. W. Ripley, proprietor Bay State House; George S. Coleman, chief of Fire Department; Herbert M. Sawyer, secretary Board of Trade; Senator John P. Monroe, Equitable Life Insurance Company; Henry W. Thayer, Walker Ice Company; James F. Ferre, manager Mutual Life Insurance Company; Frank W. Lavoine, druggist, 93 Park Street; James A. Thompson, of Thompson's Express, Pearl Street; Councilman John J. Power, builder; J. W. Lamie, boots and shoes, 88 Front Street; David Foster, agency manager New York Life Insurance Company; Fred N. Cooke, manager Postal Telegraph & Cable Company; Street Commissioner Walter E. Hassam.

Mr. Harry G. Stoddard, for several years general manager of the Worcester plant of the American Steel & Wire Company, has accepted the presidency of the Trenton Iron Company of Trenton, N. J. This concern is a part of the United States Steel Corporation taken in a month ago. Mr. Stoddard has resigned his position as manager of the Worcester plant, it taking effect Sept. 1. He will be succeeded by Mr. Clinton S. Marshall, superintendent of the south works of the American Steel & Wire Company. Mr. Stoddard has been connected with the Worcester plant twelve years. He went into the Grove Street works soon after graduation from Worcester high school as stenographer for P. W. Moen, general manager of the Washburn & Moen Company. Ten years ago he went on the road as salesman for the concern and had remarkable success in securing large contracts. He was made assistant to General Manager Moen in 1896, and remained in that position until 1899, when the Washburn & Moen Company merged into the American Steel & Wire Company. At that time Mr. Moen retired from the Company, and Mr. Charles Ranlet was made general manager, and Mr. Stoddard became assistant manager. In 1902 Mr. Ranlet retired from the concern and Mr. Stoddard was elected general manager. Mr. C. S. Marshall, the new general manager, has grown up in the wire industry, having been connected with the Washburn & Moen Company and American Steel & Wire Company for many years. He was for a time connected with the Morgan Spring Company. He was superintendent of the spring department for a time and succeeded Mr. Emanual Trotz as superintendent of the south works at Quinsigamond. Mr. J. B. Moss succeeds Mr. Marshall as superintendent of the south works.

The Board of Trade has received from the Schervee galleries portraits of ex-President Charles G. Reed, Irving E. Comins and Walter H. Blodget. They are hung in the Directors' room, and form a part of a plan to have upon the walls of the Directors' room portraits of the former presidents of the Board of Trade. The style of portrait and frame is uniform, and the list received now includes C. H. Hutchins, president in 1892 and 1893; Arthur M. Stone, president in 1894, 1895 and 1896; Charles G. Reed, president in 1897; Irving E. Comins, president in 1898 and 1899; Walter H. Blodget, president in 1902 and 1903. The first donation to the Board in this line was by Hon. Joseph H. Walker, who was president in 1878, 1879 and 1880. From 1880 to 1891 the Board slumbered, no meetings being held. In 1891 President Walker called a meeting to unite with the newly organized Board of Trade. The portrait of Mr. Walker has been in the Directors' room for several years.

Mr. Charles Ranlet, formerly general manager of the Worcester branch of the American Steel & Wire Company, died at his home, 9 Ashland Street, Tuesday, Aug. 16. He was a native of Holyoke, born there in 1861, and was graduated from Harvard College in the class of 1883. He was connected with the Holyoke Machine Company in Holyoke, and later in Worcester, being general manager of the Worcester branch of the concern from 1888 to 1894, when he became assistant manager of the Washburn & Moen Manufacturing Company. When this company was absorbed by the American Steel & Wire Company, he succeeded Mr. P. W. Moen as general manager. He resigned his position in 1902, when he retired from all active business. He is survived by a wife and three daughters.

Chief Engineer George S. Coleman leaves early this month for Chattanooga, Tenn., to attend the thirty-second annual convention of the International Association of Fire Engineers, which takes place Sept. 13 and the three days following. He goes as the representative of the city of Worcester, and on his return will stop in Washington and Baltimore.

The Sunday Oregonian of July 24 is a special issue devoted to Portland as a business center, and the Commercial Club of that city has sent over the country many extra copies to give as wide publicity as possible the advantages of Portland. A feature is an extended article, "How the Oregonian Advertises Portland," followed by an editorial on "Making Portland Known."

THE WORCESTER MAGAZINE

Vol. VII. OCTOBER--1904 No. 10.

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Magazine and Municipal Comment.
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Through Worcester Custom House.
Workmen's Compensation Act.
First Month of School Year.

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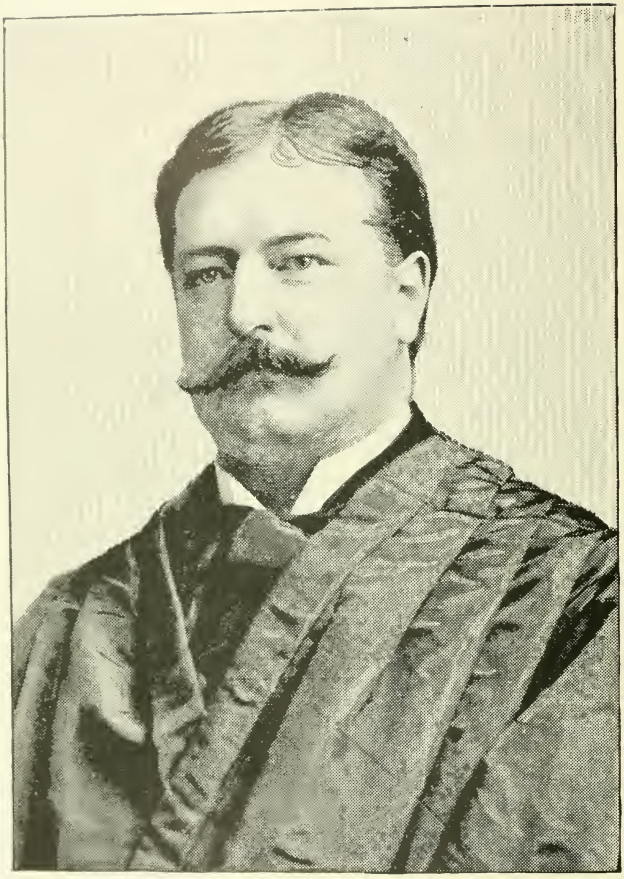

HON. WILLIAM H. TAFT,
Secretary of War.

The Worcester Magazine.

VOL. VII. OCTOBER, 1904. No. 10.

This magazine is published by the Worcester Board of Trade. Its reading pages are devoted solely to municipal development, good citizenship and the business welfare of Worcester. Space in these pages is not for sale.

MAGAZINE AND MUNICIPAL COMMENT.

SECRETARY TAFT FOR BANQUET.

It was hoped that the Magazine would be able to announce in this issue the date of the Board of Trade annual banquet. Hon. William H. Taft, Secretary of War, was the principal speaker engaged for the spring banquet, but sickness caused a postponement. In August Secretary Taft visited his mother in Millbury, at which place Mr. George F. Booth, Chairman of the committee on meetings and receptions, with Mr. William A. Lytle, called on him and obtained his promise that he would give the Board of Trade a date as soon after the national election as convenient. Sept. 15, at his request, Mr. Booth wrote Secretary Taft for a definite announcement of the date, but at this time, Sept. 27, it has not been fixed.

At the recent meeting of the directors the question of the annual banquet was discussed, with the result that a unanimous vote was taken that no charge be made for this important event. As soon as word is received from Secretary Taft the detailed arrangements will be made to carry out the annual plan of the Board of Trade to give its members an evening of pleasure and wisdom unequalled in business life, the most important banquet of the year.

CITY DEBT SLOWLY DROPPING.

The city's financial statement for August, taken from the sheet from the office of City Auditor John B. Bowker, shows further reduction in the gross funded loans aggregating about $82,000, and a reduction in the net debt of $58,000. There has been expended $68,000 more for permanent improvements and running expenses than for the same time during the previous year. The pay-rolls for the past three months have averaged from $1500 to $3000 more than for the same period during the previous year, showing that a large part of the increase has gone for the payment of employers on public improvements, and naturally expended in the city.

The City Council, within the past week, has viewed the Asnebumskit watershed, which is bound to be an expensive proposition if Kettle Brook is any criterion to go by. The close of the year from present indications will show that Mayor Blodget has made a reduction of about $56,000 in the gross funded loans, and a reduction in the net debt of something like $100,000. This is a most satisfactory showing. All bills in the several departments have been paid.

The convenience station to be erected

on the Common, near City Hall, will be started at once, there having been appropriated within the last week $2500, which is in addition to the $7500 now already to the credit of that account. The station will cost about $14,000, and it is the intention of the Public Buildings Department to expend $10,000 before the finish of the present financial year. It is also the intention of the city to build two large additional sheds at the Home Farm, at an estimated expense of $6000, so that a sufficient number of swine will be kept to render the house offal department self-supporting. During the past five years all the pay of the men, and the board and care of teams, in fact all expenses connected with the care of house offal, have required but an average appropriation of $6000 from the tax levy. No other city can say that its house offal is a paying proposition. Altogether the finances of the city are healthy. Other cities show an increase in the indebtedness, while Worcester shows a decrease.

WORKMEN'S COMPENSATION ACT.

The British workmen's compensation act has been in operation since 1897, long enough to afford a sufficient test of its working. A home office committee has investigated the whole system, making a lengthy report in August in the blue book. This is of vital interest in the American manufacturing cities, since similar legislation is considered by many persons versed in the laws governing the liability of employees for injuries sustained by workmen as being certain of eventual adoption in the various states. The Massachusetts Legislature has considered the whole proposition, but has not settled the question. The English home office committee had two objects, to ascertain what amendments are necessary to make the act more equitable to employer and employee, and to decide what additional classes of workmen should be included in its scope. Contrary to general prediction, the act has imposed no additional burden upon the employer. It was supposed that such compulsory compensation for accident, whether or not the employer may be to blame, would mean very heavy expense for insurance, which would result in an inevitable reduction of wages. It is found that the burden has not been excessive, but at the same time gives warning that it is an increasing burden, and that consequently great care should be taken in amending the act.

The report, which is very lengthy, brings out the fact that Great Britain, as well as the United States, is afflicted with a new type of lawyer termed by one exchange as the "ambulance chaser;" the lawyer who, by himself or by his agents, solicits clientage from injured persons or their families on a commission basis. Under the act as it stands it is possible for an employee to bring suit, first under the employers' liability act, which is similar to statutes in practice in this country, and then if it is found that the employee has no case under the liability act, the court may award his damages under the compensation act, deducting the amount of costs which the employer has paid in the first suit. This has been used by unscrupulous lawyers to force terms of settlement. The power of a stay of proceeding by the court, where suit is threatened or actually commenced at common law under the liability act, is suggested as the remedy. There are many recommendations, and the report should be read by every employer of labor. The report contains one statement, important in its bearing upon the question of organized labor, that "the act works most unsatisfactorily and is most ineffective where labor is unorganized and the workman is obliged to resort to legal assistance."

AN UNWISE RULE RESCINDED.

The action of Mayor Walter H. Blodget, at the request of the Worcester Board of Trade, to rescind a rule which has been in force in the City

Treasurer's office for three years, requiring a stamped return envelope to accompany a check in payment of taxes, will be received with favor by the tax payers of the city. This rule went into effect under a previous administration, and has been much commented upon as an unwise business policy. At the meeting of the directors of the Worcester Board of Trade Sept. 15, a formal protest was filed against this action on the part of the city. It was the unanimous opinion that it was an absurd rule and worked to the detriment of the city. The protest was referred to the Committee on Municipal Affairs, of which William A. Lytle is chairman, and he had an immediate conference with Mayor Blodget and City Treasurer F. W. White, with the result that the Mayor issued an order rescinding that rule. Of the 50,000 tax payers in Worcester, contributing to the tax levy of $2,100,000, more than 14,000 are property holders and contribute to the city treasury more than $2,000,000. The demanding the enclosure of a two-cent stamp a receipt, however large the amount may be, was considered very small business for a municipality of the importance of Worcester. It seemed an insult to ask the American Steel & Wire Company, which pays $75,000 every year into the city treasury; Hon. Stephen Salisbury, R. C. Taylor, and others who pay from $10,000 to $30,000 annually in taxation, to pay an additional two cents to have returned to them, in consideration of the payment of these many thousands of dollars, a receipt showing how that tax was divided as relation to city, county and state. It was a rule that cheapened the city's good name throughout the country. It never should have been made. The postage bill was comparatively small and, although a little thing to accomplish, no one appeared to want to take the initiative. The Board of Trade does not want to increase the city's expenditures to any unreasonable extent, but it does want to maintain the name of the city as one of fairness and liberality, which this rule did not do.

RESULTS FROM EXPORT SHEET.

One of the many reasons for the existence of the Worcester Board of Trade is to give to the city as much and as wide advertising as possible. As a great manufacturing city, doing a large export business, Worcester stands in the front rank. To advertise the manufacturing of the city throughout the United States a monthly publication is issued. To reach the markets of the world for the exporter the board publishes an export sheet, which has shown its value by results. This fall the export sheet will be issued, giving Worcester manufacturers an opportunity to reach every dealer in the world. Of the export sheet the Boston Herald says:

"The Board of Trade is this fall to issue an export sheet, whose object is to introduce Worcester manufacturers to foreign markets. Two years ago a similar sheet was issued, of which 25,000 copies were printed in foreign languages and circulated throughout the world. This exploitation of the products of Worcester workshops brought large returns in some cases. It is said that one Worcester concern received orders aggregating $130,000 as the direct result of advertising in the export sheet.

"The scheme originated in the fertile brain of Rufus B. Fowler, who was President of the Board of Trade. At that time a four-page sheet, about 12 by 10 inches in size, was issued. After calling attention to Worcester as a manufacturing centre, it gave a list and description of some of the notable products of the city, including agricultural implements, carpets, corsets, firearms, grinding wheels, leather belting, metal working machinery, paper box machinery, skates, steam engines, springs, grinding wheels, wrenches, wire-weaving machinery, wood-working machinery and other goods manufactured here.

"No names of manufacturers were given, but accompanying each description was a catalogue number. For instance, if a foreign jobber was inter-

cated in what the export sheet had to say about looms, he would drop a line to the Board of Trade, calling for catalogue No. 47, and the board would send his address to the advertiser, which, in this case, was the Crompton & Knowles Loom Works. The cost of the sheet is borne by the manufacturers, who cause to be inserted in it a description of their products. The object of the sheet is to advertise Worcester and to increase its export trade.

"The Worcester export sheet of two years ago was the first ever issued in this country, and its success was so great and immediate that other cities have followed the example of the Board of Trade in this city. Other New England cities have taken up the idea and an international board of trade is in formation in New York to do this sort of work on a large scale.

"The distribution of the export sheet is made by the Board of Trade to the jobbers in the leading cities of this country and the world, whose names are found in the world's directory, and the correspondence which ensues is attended to by the secretary of the board up to the point where the customer is put in direct communication with the manufacturer."

SHOULD HAVE AUTHORITY.

It is unfortunate that the City Council does not have authority to abate the street watering assessment made against property abutting Davis Park. This little plot of land on Clinton Street was given by Mayor Isaac Davis, and is held for the city and cared for by the Davis Park Association, comprising property owners on the street. It is an attractive little plot of land, in the heart of a business and tenement-block section. It is a breathing spot for the residents there. The bill for street watering is a trifle, but has to be paid by residence owners who have, for a long time, paid all the expenses of maintaining this park.

WAGES AND COST OF LIVING.

Hon. Carroll D. Wright, president of Clark College, and commissioner of the Labor Bureau at Washington, has issued his annual report as Labor Commissioner. Commissioner Wright has figured out the increase in cost of living and the wage increase since 1896.

The showing so far as concerns wages has been made public heretofore, an investigation of 519 occupations, representing 67 industries in 3429 separate establishments, having shown an average increase in wages during this period of 16.6 per cent.

The inquiry into the cost of living shows that living for workingmen's families having under $1200 income per year had increased during this period 15.5 per cent.

In order to ascertain this average increase the Labor Bureau secured the income and expenditure in detail of 2567 families in 33 states, retail prices being taken. The statement shows that the 2567 families consisted of an average of 5.31 persons, and that the average income for the year 1901 was $827, the average annual expenditure for all purposes $768 and the average expenditure for food $326 per family.

The principal items of expenditure were: Food, 42.54 per cent. of the total expenditure; rent, 12.95 per cent.; clothing, 14.04 per cent., and taxes, insurance, organization dues, religion, charity, books and newspapers, amusements, sickness and death and intoxicating liquors, 14.51 per cent.

Each family consumed 349 pounds of fresh beef during the year at a cost of $50.

The lowest average price of food from 1890 to 1903 was in 1896, when it was 95.5 per cent. of the average price from 1890 to 1899. The highest price was in 1902, when it was 110.9 per cent. of the average price for the period.

The average cost of food per family in 1890 was $318; in 1895, $296; in 1902 $344, and in 1903, $342.

OUTLOOK FOR FALL AND WINTER BUSINESS.

THERE is a manifest disposition among business men to again face to the front. The hand that is the business indicator is pointing in the right direction. For nearly two years Worcester manufacturers have been looking backward. It is now time to change the position and peer into the future.

The task of the hour is to turn about face, and look ahead. This is not generally an easy evolution, but some have already accomplished it, and they are able to see a bright prospect before them. They believe that the situation has begun to change, that the period of reaction is nearly at an end, and that, barring some unforeseen and unlikely disaster, this country is to enter upon another forward movement in trade and finance. Already in Wall Street the stock market has, to a large extent, discounted this movement, and with all its limitations and manipulations the stock market is often as wonderfully accurate as a barometer indicating changes in business conditions.

A short time ago the Magazine asked representative Worcester manufacturers and builders for a brief statement concerning the outlook for fall and winter business. Some of them declined to express an opinion, others did not see sufficient encouragement in the outlook to make any statement, but a few saw bright spots ahead, and wrote to that effect. The consensus of opinion of all manufacturers is that business looks some brighter. There were an unusually large number of inquiries in August, which indicates business. There has been for two weeks a feeling that the country is settling down on a business basis, and the hum of machinery will be heard throughout the winter, early and late. A recent issue of Dun's Weekly Review says that holiday influence is calculated to check distribution of merchandise, but the past week has brought more encouraging results in the business world, and from many points come reports of steadily expanding trade, while it is not exceptional to find comparisons with the corresponding week last year favorable to 1904. Retail trade in fall lines of dry goods, clothing, millinery and nearly all wearing apparel, shows a healthy growth, and for hardware, household utensils and kindred lines there is a broader demand. The best development of the week was the resumption of work in many industries that have suffered through strikes, while several serious controversies were averted. Crop progress is better than average, and high prices promise large profits to the farmers. Railway freight is heavy, chiefly due to the marketing of grain and cotton.

Signs of better conditions in the leading manufacturing industry multiply as the season advances, and the actual amount of business in sight has increased very materially.

Confidence increases each week as a larger proportion of the agricultural yield is placed beyond the reach of injury, and industrial undertakings are less interrupted by labor controversies. In many lines, particularly dry goods, stocks have been reduced much below normal, and fall shipments are expanding in a healthy manner. The gross earnings of all railways reporting for August show a gain of 1.4 per cent. over the same time last year.

In Pennsylvania there is a strong and favorable feeling all along the line; the Pennsylvania Railroad shops have gone on full time for the fall and winter, thus benefitting 20,000 men. The cause of the resumption is directly due to an improvement in business. For the first time in eighteen months every steel and iron plant in the lower Monongahela Valley is in operation, this resumption affecting 35,000 men. The

American Steel & Wire Company of Braddock and Rankin have resumed operation in full, after an idleness of six months, and 1500 men are employed on double time. In Pennsylvania many large plants are busy again, many thousand men being ordered on full time, and in several instances mills are running night and day.

William F. Blackburne, of Philadelphia, connected with the iron and steel industry at Pittsburg nearly twenty years, was in Worcester last week, and said there is reason to believe that every plant controlled by the American Steel & Wire Co. will be in full operation before the beginning of December. He came to Worcester to visit manufacturing interests, and is on his way to England.

As an indication of the feeling in Worcester, these expressions of business outlook have been received by the Magazine:

We consider it pretty good for the fall and winter trade. At the present time we are receiving as many orders as ever, but they do not average as large as last year, so that the total business is not panning out quite as much.

Our travelers report that there are no large stocks of any kind of goods on hand, which is favorable, and they state that the people whom they talk with, especially in the Western territory, are smiling and hopeful. Some of them are running rather light at the present time, and others are closed down entirely, but they are expecting good business a little later.

The general depression in machine tools and the iron industries must have affected our business to a considerable extent. Probably if the conditions had been normal, we should have done considerable more business this year than last. We find by comparing the six months from Jan. 1st to July 1st, 1904, with the same period of 1903, that our sales are less by about ten per cent.

We are preparing for more business, and trust that our expectations will be realized.

NORTON EMERY WHEEL CO.,
C. L. Allen, General Manager.

Replying to yours of the 2nd, we are pleased to inform you that business with Prentice Bros. Company is on the increase, and coming from different parts of this country and Europe, we think that it indicates a much better state of affairs than has prevailed during the past six or eight months. Inquiries are coming in very liberally, and a great many of them result in orders.

Our Pittsburg representative informs us that the steel and iron trade in his vicinity is improving rapidly, which is in itself a very encouraging report.

We think the outlook is very favorable.

Very truly yours,
PRENTICE BROS. CO.,
A. E. Newton.

The outlook for fall business is to my mind not very bright, for it is now almost September and orders are not only lacking, but inquiries also. Possibly the present seems to be quieter than it really is, for the extraordinary pressure of the past three years is still so fresh in mind that one cannot help making comparisons. Business has always seemed to me like an endless chain. When everyone is busy, the chain moves rapidly, for I must buy freely of my neighbor, he must buy of his neighbor, and so on without end. When something happens to business, the chain moves slowly. I stop purchasing and my neighbor consequently is obliged to do the same. The same with the working man, when business is good and he is employed steadily, he is free to spend his wages. Let anything happen to business so that his income is lessened, he curtails his expenses immediately. The new suit of clothes is gone without, his wife wears her old dress another season. The table is economized and the merchant feels the effect at once. Probably overproduction is as much the cause of dull business as anything, and we have got to wait for the consuming capacity of the country to catch up. It always has done so and always will. Then we start up again, and soon forget in the rush of a busy season that we ever had a quiet one.

Yours truly,
H. W. GODDARD,
Spencer Wire Co.

Upon the topic, "The Outlook for Fall and Winter Business," I would say that in many sections of the country, more especially in the great agricultural districts of the West, there is no doubt but that an increasing demand for commodities of nearly all kinds has been going on for several months past, and with good crops of wheat, corn and cotton, which are now practically assured, there can be no doubt of a steadily increasing demand for manufactured goods as these crops are harvested and marketed. The great prosperity of the country depends largely upon agriculture. When the steel industry is active nearly all other kinds of manufactures are good.

I believe there never was a brighter prospect for unexampled prosperity in the steel industry of the country than now. The marked improvement in business, noticeable to everyone closely in touch with it of late, will reveal a material advance after the presidential election, and by spring I look for the beginning of a period of prosperity such as

this industry has never seen before. Business as a whole this year, throughout the country, has been less affected than during any presidential year for a long time, and this, considered with the crops selling at high prices, giving as it does large purchasing power to the farmer and planter, is most encouraging to the manufacturing sections of the country.

Yours very truly,
GEO. M. WRIGHT,
President Wright Wire Co.

Replying to your circular letter of the 2nd inst. regarding the outlook for fall and winter business, we certainly think it is good. While we have been very busy so far this year, our tonnage having exceeded any previous year, we believe that with the vacation season ended, the large crops which are bound to be harvested, notwithstanding the cry of a few croakers, the presidential contest ended, we are bound to see business much better, and the country starting on another era of prosperity that will exceed the period from 1898 to 1903.

Our Western factories at Chicago and Detroit report the outlook in their section exceedingly bright, and are preparing for a large volume of business.

Unless the laboring people of the country are blind to all their best interests, we fully believe the "full dinner pail" is in store for them in the near future, and will be kept so for a long time by the busy hum of machinery all over our fair land.

Yours truly,
E. B. DOLLIVER,
Treas. Worcester Machine Screw Co.

There is a decidedly more favorable outlook for fall and winter business in the building line than we have known for several seasons. There is considerable work in the market just now, and persons for whom we are working believe that there is a general feeling of good times for the coming season. We have been completing woolen mills in Keene, N. H., doing work for Francis Willey Company in Barre, and a contract in Fitchburg, and we are making an addition for the Riverside Press in Cambridge, and building dwellings in Boston. We are also doing work in New London, Ct., and in Ludlow, Mass. We have several contracts in South Carolina, one of which has just been completed, are doing work on the State Colony for Insane at North Grafton, and at the quarry in Milford business is exceptionally good. We have had during the later months of the summer many inquiries, which indicate a busy season for builders as soon as the country feels itself settled on the presidential issue. We think the general business outlook is rather strong.

G. H. CUTTING & CO.

There is no line of business in which orders are so uncertain as in the manufacture of food stuffs in the cracker and specialty line. The Cartwright-Borden Company has no special complaint to make of the summer business, and look for an improvement in the fall. Our factory has been running with a fairly good complement of help and our output has been an average one. On certain lines of goods the summer demand which comprises the resort trade has been good. It is a peculiar business so far as counting on the future is concerned. The demand, always fairly good, is strong and weak as various localities are considered. As we have been working up several specialties the demand in those lines has naturally been strong. We think as a general proposition the fall and winter business looks exceptionally good.

CARTWRIGHT-BORDEN CO.

But when all is said there still remains the fact that though this crop or that crop may be short, the country is steadily growing in wealth and cannot long be kept still. It will go ahead. It cannot be kept back by things most of which represent causes that are passed or passing. The Anglo-Saxon has a habit of getting in the "dumps" once in a while, but does not long remain there. Men are beginning to look ahead. They are beginning to calculate what will be the increase in money in the next few years, what will be the product of the mines, what will be the value of crops, how much greater will be the investment surplus of the people. Such facts as the resumption of work in the Pennsylvania shops now make more impression on them than any cut in prices. The war in the East no longer worries them. They believe that presidential politics involve no surprises, and that the situation generally is working for the better. Whatever may be the measure of justification for this change of front, the fact of the change cannot be disputed, and when business men begin to look ahead with hopeful eyes, this generally means that they move ahead with confident feet.

THROUGH WORCESTER CUSTOM HOUSE.

IMPORTS into the Worcester custom house for the last week of August and the first three weeks of September suggest the holiday trade, also the new fall styles which are now exhibited by Worcester's fashion makers. An unusual amount of glass, china and earthenware from the German cities is noted, and from France and Germany come the newest things in the millinery and dressmaker's art, upon which the import duty equals or exceeds the invoice value. Captain Francis E. Goodwin, deputy collector of customs, as appraiser of the port says that the imports for September are unusually large, and that there are in bond in Boston many cases for holiday trade which dealers at the present time have not the room for storage. They are billed to Worcester, but there being no bonded warehouse here it is necessary to hold them in Boston, the port of arrival. There is a steady increase in the amount of imports into Worcester custom house, showing that this will eventually become an important port of entry. The imports for the last week in August and up to Sept. 20 are:

AUGUST.

Date	From Where	Cases	Goods	Invoice Value	Estimated Duty
24	Halifax	1	Machinery	$50	$23
24	London, Canada	5	Personal effects	95	57
26	Hamburg	40	Earthenware	941	565
29	Liverpool	14	Wine	275	200
30	Bremen	3	Hosiery	507	510
29	Bremen	1	Paper	10	5

Total number packages	903
Invoice value	$44,594
Estimated duty	20,417

SEPTEMBER.

Date	From Where	Cases	Goods	Invoice Value	Estimated Duty
9	Hamburg	1	Chromos	$48	$22
9	Liverpool	310	Algarobella	1,571	free
9	Hamburg	491	Bar iron	972	300
9	Liverpool	10	Earthenware	242	146
10	Hamburg	12	Toys	542	225
10	Liverpool	1	Books	608	free
10	Hull	2	Cards	460	116
12	Liverpool	326	Wool	18,811	11,118
12	Antwerp	100	Glass	193	154
12	Antwerp	1	Toys	36	20
15	Havre	2	Machinery	97	100
15	Rotterdam	3	Heddles	513	231
15	Antwerp	15	Books	528	free
15	Manchester		Steel scrap	4,344	800
15	Bremen	1	Wool garments	1,876	1,880
16	Bremen	1	Silk apparel	373	225
17	Liverpool	3	Earthenware	102	61
19	Bremen	5	Hosiery	700	700
19	Rotterdam	2	Bulbs	56	15
19	Hamburg	1	Hones	65	free
19	Liverpool	5	Soap	100	20

WORKMEN'S COMPENSATION ACT.

VARIOUS attempts have been made to introduce a workmen's compensation act in the United States, and all thus far have failed, partly owing to the fact that the success of similar acts in force in European countries has not been established, and partly, it is claimed by advocates of this system, because employers of labor do not understand it. The employers' liability acts of the United States have often proved a serious burden to employers of labor because of excessive damages awarded by jurists. Yet the average employer looks askance at a law which will compel him to pay damages to a workman for accidents, whether or not the workman was personally responsible owing to negligence.

The whole subject is in such a chaotic state as regards the popular understanding of it that the report of a committee appointed by the English government to investigate the workings of the workmen's compensation act of that country during the seven years it has been in force, is of particular interest in that it throws light on various objections which have been raised against the system. It is fair to presume that the act has been given a sufficient test since 1897 to enable a fair-minded commission to make logical deductions as to its strong points and its weaknesses.

The committee consisted of Sir Kenelm Digby, K.C.B.; Sir Benjamin Browne, D.C.L., M. Inspt. C.E.; His Honor Judge Lumley Smith, K.C.; Capt. A. J. G. Chalmers (of the Board of Trade), and Mr. George N. Barnes (secretary of the Amalgamated Society of Engineers). The committee was asked to inquire what amendments in the law relating to compensation for injuries to workmen are necessary or desirable, and to what classes of employment not now included in the workmen's compensation acts the acts may properly be extended with or without modification. The report of the committee indicates that the investigation was most thorough. We herewith present to our readers an abstract of the report, including only those parts which seem to be of general interest and the context of which gives sufficient information as to the meaning of the act itself.

With regard to the question as to whether these acts in their operation have been unduly productive of litigation, the committee has come to the conclusion that the amount of actual litigation produced by the workmen's compensation acts of 1898 and 1900 has been very small when compared with the great number of cases settled by agreement without any recourse whatever to legal aid, or to proceedings in court. On the other hand, it thinks that that proportion may and ought to be still further reduced by amendment of some of those provisions of the acts which have been found to be most productive of actual or threatened litigation, and by the provision of more effective machinery for expeditious and inexpensive settlement of doubtful questions of fact, especially by amendments tending to increase the importance of the functions of medical referees.

Have they conduced to prevent the occurrence of accidents in the industries to which they have been applied? As to this question, the committee states that, no doubt, there has been, at all events in the more highly-organized industries, in the last ten years, a great improvement in the conditions making for safety. How far this is due to new legislation or statutory regulations affecting mines, factories and railways, to a higher standard of carefulness, both on the part of employers and employed, or to the working of the compensation act, the committee found it difficult to say.

Have they affected accident or benefit funds? The committee is of the opinion that the evidence showed that

the operation of the act has been largely to put an end to those societies for accident compensation which previously were supported by the joint contributions of employers and workmen.

Have they imposed, or are they likely to impose, any undue burden on the employer? The committee regarded this as a question of the utmost importance and difficulty. As a result of the evidence which was directed to the solution of this question, the committee is of the opinion that in the first instance the burden of compensation must fall on the employer. The ultimate loss consequent thereon will fall with equal or greater weight upon the workman, either by diminution of wages, or loss of employment, or loss through the insolvency of the employer. "The problem, therefore," says the committee, "is to attempt such an adjustment of the burden as will enable the great industries of the country to be carried on without an excessive share of the losses occasioned by industrial accidents being thrown on the employer or the employed."

The following table, which shows the ratio of insurance charged by the Employers' Liability Assurance Corporation, Limited, as a result of 4½ years' experience of workmen's compensation acts, is of considerable interest:

Classification.

	Rate Per Cent. of Wages.	
	s.	d.
Trades and manufactories (light),	4	0
Farms and estates,	6	0
Trades (heavy),	7	6
Manufactories (heavy),	11	0
Contractors (land),	12	6
Builders,	20	0
Builders (small),	15	0
Contractors, excluding erection, tunnelling and blasting,	24	0
Contractors, including erection, tunnelling and blasting,	50	0
Quarries,	24	0
Iron trades (heavy),	25	0
Engineers,	10s. to 20s.	
Smelting,	20	0
Mines,	33	0
Contractors (waterside),	47	6
Stevedores by locality,	70s. to 200s.	
Average,	19s.	7d.

Has their operation, on the whole, been beneficial to the workman? The general answer to this question is decidedly in the affirmative. The complaints brought before the committee on the part of the workman have not generally been directed against the sufficiency of the compensation provided, but have reference chiefly to certain suggested anomalies, which create a sense of hardship and injustice. Consideration of this question suggested two subsidiary questions to the committee—namely: (1) Is adequate provision made by the act against loss through the insolvency of the employer? (2) What has been the effect of the act upon the employment of old, weak, or maimed workers?

With regard to the first of these, the committee is of the opinion that the danger of insolvency, with the consequent distress which would be occasioned, is very real, and should be borne in mind throughout the recommendations to be made, both as to the amendment and extension of the act. That there must always be a serious risk of the insolvency of the employer seems to the committee to be the inevitable consequence of the principle of personal liability instead of that of compulsory insurance under proper regulations. As to the second question, it appears to the committee that the operation of the act, as it stands, both as regards the old and infirm, and those who have been maimed, has proved a serious drawback to the advantages which it has in other respects conferred on the workman. It thinks that some amendment of the act should be made to remove or lessen the difficulty of employing such persons without casting on the employer a liability of such weight as to make it difficult for him to employ this class of labor at all. It is suggested that it should be open to the employer, upon a certificate from the medical referee as to the enfeebled condition of the workman, to employ an infirm or injured person upon special terms as to compensation in case of death or injury from accident. The act should provide a minimum of compensation, but the parties

should be free to make their own terms for a larger amount. In the case of old persons, five shillings per week for injury, and twenty-five pounds in case of death, leaving dependents, is suggested. Persons over sixty years of age might be employed on these terms without certificates.

Under what conditions have the acts operated most beneficially? The evidence has left upon the minds of members of the committee the impression that it is where the organization of the associations, both of employers and workmen, is most complete that there is the least amount of litigation, and the greatest satisfaction with the settlements reached. It further thinks (1) that the acts work most unsatisfactorily and is most ineffective where labor is unorganized and the workman is obliged to resort to legal assistance; (2) that this tendency is aggravated when the workman is in the employment of a small employer without adequate capital or position to dispose him to be careful as to protecting himself by insurance; and (3) that the system is less approximate in the case of a casual laborer who has no fixed or settled occupation, but merely picks up jobs where he can.

The second part of the report contains the facts and arguments upon which the committee has based certain recommendations as to the amendment of the acts of 1897 and 1900. Owing to the complexity of the questions under consideration, it is necessary to deal with each of the committee's recommendations separately. Following, as far as possible, the order of the sections of the act, the committee recommends:

That sections relating to the choice of remedies open to the workmen be repealed. These provisions give the workman the option of claiming compensation under the act or of having recourse to the procedure open to him before the act was passed. The committee having found that this system appears to offer a strong temptation to the less scrupulous class of solicitors to bring speculative actions under the employers' liability act, recommend that procedure should be adopted to enable employers to apply to the county court judge for a stay of any proceedings actually threatened or commenced at common law or under the employers' liability act, on evidence that the workman had an adequate remedy under the workmen's compensation act. If, in such a case, it were possible to show that the remedy provided by the workmen's compensation act was insufficient, the court could allow the case to proceed. The committee also recommends that the acceptance or recovery of compensation under the county court judgment, or agreement registered in the county court, should be a bar to any subsequent proceedings, either at common law or under the employers' liability act.

The committee suggests that a section be amended in respect to notice of accident, claim for compensation, and commencement of proceedings in accordance with recommendations: The section in question provides for notice of injury as soon as practicable, and that the claim for compensation should be made within six months. It appears that the words "as soon as practicable" have proved very unsatisfactory, and it is recommended that the time should be limited to six days, with liberty to apply to the court for an extension of time. As to the notice of claim, it is suggested that if not given with notice of accident, this should be given within three months, unless the court grants an extension of time.

The vexed question of the liability of an "undertaker" for accidents sustained by workmen in the employment of a sub-contractor has also received the attention of the committee. It is provided by the act of 1897 that undertakers shall be liable for accident sustained by all workmen, but that they may claim an indemnity from the sub-contractor. The object of this provision is that a person shall not evade a responsibility which properly belongs to him by getting the work done by a sub-contractor. The committee recom-

means an extension of liability in favor of workmen whose labors carry them far away from their employers' premises. The committee suggests, however, that this liability should not extend to the workmen of a sub-contractor.

Perhaps the most difficult question in relation to the liability of the sub-contractor has been one of procedure. Hitherto both employers and employed have often been in a quandary to know where liability really rests. The committee recommends that third-party procedure should be adopted, under which, if a claim is made against the undertaker, he may serve a notice of the proceedings upon the sub-contractor. The entire question of liability can then be settled in one action.

The report suggests: "That the limitations in respect of employment on, or in, or about any building as regards height of building, use of scaffolding, and employment of machinery, be repealed." This reform is suggested on account of what is alleged to be the anomalous state of the present law. Thus a mortar mill, worked by steam, on a building estate, makes the employment on the adjacent building and gives a right of compensation by accident. But employment upon the same building estate, a short distance away, ceases to be employment in a factory, and there is no right of compensation. The committee proposes that a reform should be introduced by bringing all buildings within the operation of the act. As might be suggested, this suggestion was opposed by employers; and it appears to be a departure from the principles which underlay the act of 1897, namely, that compensation should only be paid to those employed upon work where they are exposed to an appreciable amount of danger.

It is suggested that the term "railway" should include lines and sidings not used for purposes of public traffic, and tramways; that employment on, or in, or about a dock, wharf, quay, or warehouse may be brought within the act, without introducing the fiction that they, or any of them, are factories.

The committee recommends that it be enacted that nothing in the act shall prevent a workman recovering compensation under the act, for injury by accident while actually engaged on the duties of his employment, by reason only of the fact that such accident did not occur on, or in, or about a particular place. The committee is of opinion that a strong case has been made out for a change in the law upon these lines; but expresses the view that no extension should be made in favor of persons who habitually do work for factories in their own homes. The employer could not be expected to have any control over the conditions under which the work is carried on in a domestic workshop.

One paragraph may be singled out as one of the few recommendations which is likely to benefit employers. The committee was impressed by the fact that, under the present law, employers are under the same liability to aged and infirm persons as they are under to persons whose physical condition renders them less liable to serious injury. The committee recommends that special provisions be made as to the right to and amount of compensation in the case of aged, infirm and maimed persons. It is worthy of note that this proposal does not meet with the entire approval of Mr. Barnes, secretary of the Amalgamated Society of Engineers, who states that, while he is not against the principle of making it easier to employ such workers, he is afraid that special provisions calling attention to them may result in displacing them.

The assessment of "average weekly earnings" has always been a source of trouble, having regard to the variations which take place in wages from time to time. It is suggested that by an amendment to the act the judge should be directed to form the best estimate he can of the rate of wages per week the injured man was earning, and to provide that for this purpose the judge may have regard to the standard laid down in the employers' liability act, which provides that compensation

shall be paid on the estimated earnings during the three years preceding the injury of a person in the same grade employed during those years in a like employment and in the district in which the workman is employed at the time of the injury. This principle has already been adopted in the Durham district with considerable success, and, if universally adopted, it would lead to uniform results all over the country.

One proposed amendment of the law gives an employer the right to call upon a workman to submit himself to medical examination. Evidence was adduced to show that workmen in receipt of compensation for disablement have been harassed by repeated requests to undergo medical examination. The committee is of opinion that the power in question should not be exercised at intervals of less than three months without the leave of the county court. If there is a dispute between the medical adviser of the workman and the medical gentleman who examines the workman on behalf of the employer, it is suggested that the matter should be referred to a medical referee, and that the decision of the referee should be final. In cases which raise points of medical difficulty, they recommend that the judge should have power to summon a medical referee to act as assessor.

All the circumstances relating to the distribution of the funds awarded by way of compensation have been carefully considered by the committee and its conclusions may be summarized as follows: It thinks that, in many cases, it would be desirable that the widow should have the amount allotted to her paid by installments to be settled by the judge; that there should be provision for the ceasing or diminution of the installments on a second marriage, conviction for drunkenness or neglect of children, or for other misconduct sufficient in the opinion of the judge to justify the discontinuance, variation or reduction of the installments.

The act embodies important proposals for the extension of the principle of compensation to persons employed in industries which are not now affected. The committee has considered whether the acts should be extended so as to cover all employments, with certain defined exceptions, or to classes of employment or industries specifically enumerated. It has come to the conclusion that it should be gradually extended to specified industries; and as a commencement it recommends that by an amendment of the merchants' shipping act the principle of compensation should be extended to seamen; that a special inquiry should be made into the question whether it should be applied to fishermen; and that it should be extended (a) to carriers (not including foot-carriers); (b) to workers in workshops where five or more persons are employed; (c) to persons employed in the care or management of horses and locomotives, including farriers.

A memorandum appended to the report, and signed by Sir Benjamin C. Browne and Capt. A. J. G. Chalmers, shows that these gentlemen dissent from the view that an undertaker should be made primarily responsible for accidents to workmen who are really employed by a sub-contractor. They think, therefore, that while, where an employer has a factory and sends men elsewhere to erect or put together work made thereon, clause 4 of the act of 1897 (the undertaker and sub-contractor clause) should not apply either to the workman so sent out or to any other workmen who may be engaged to work with or help him, these workmen should look to their own employer, and to him only.

The above is but a summary of the conclusions at which the committee has arrived. When employers remember the vast amount of expensive litigation to which the workmen's compensation acts have given rise, they will probably rejoice at any amendments which tend to make for certainty in the administration of the law.

M. J. N.

FIRST MONTH OF SCHOOL YEAR.

THE opening of the Worcester school year was marked by large attendance in every branch. The public schools show a registration of nearly 20,000 the first week, increasing to more than that number at the close of the second week. The entrance class at the Worcester Polytechnic Institute is the largest in its history, numbering 130, an increase of 15 per cent. in enrollment in the entire school over 1903. Worcester Academy had an enrollment the opening day of 206, the largest in the history of the institution. Holy Cross College shows large attendance, and Clark College and Clark University did not open its fall term until within the past week.

On opening the public schools this year important changes were made in the curriculum. The supervising principals, with Supt. H. P. Lewis and the committee, worked well, and the new system is believed to be beneficial to the public school system. One advantage of the new curriculum is that the same subjects are being taught in all of the schools at the same time. Under the new plan unanimity in study will exist in all of the schools. The committee has not made all of the changes that the members of the committee hope ultimately to accomplish, feeling that the changes would be less effective if brought about too suddenly.

On the opening of the evening schools, Oct. 3, the following is by Hon. Alfred S. Roe, supervisor of evening schools:

The development of the school system of to-day ought to give the evolutionist great delight, since no example better illustrates his pet theory. Even Horace Mann would hardly recognize any trace of his efficient work in Massachusetts schools as they are now, yet no one would attempt to tell where the hand of the great beginner ceased to be evident. The good men who, half a century and more ago, maintained their apprentice schools would find very little resemblance to them in the elaborate programme presented in the evening schools of 1904; still they are the legitimate successors of those early efforts to give the belated individual a chance.

By local school rule, Worcester starts her evening schools the first Monday in October at 7.15 o'clock, and they continue till the third Friday night in March. The two hours per night, for they close at 9.15, are thus extended through a little more than one half of the regular school year. This time per day or night is about all that the average individual is equal to after a day's work in store or shop. Not all of those enrolled are necessarily wage-earners, particularly in the evening high school, but it is substantially true of all those in the elementary schools. The total enrollment last year was nearly 2500.

Of the more than 700 in the high school, about 80 per cent. were native born, while in the elementary the same proportion were of foreign birth, and very recent arrivals at that. Owing to the extent and variety of the manufactures of Worcester, she has become a favorite place of location to the dwellers beyond the seas, hence the first stop in many cases is made here. If employment is sought, the recent comer is soon confronted with a law which directs that he, if a minor, *must* improve his opportunity to learn to read and write the English language, which at first may seem a little queer in a *free* country, but he speedily gains an appreciation of the fact that, liberty or not, in America no man has a *right* to be ignorant.

The elementary schools are located where they may be most readily reached by those who are to patronize them. Greendale gathers a company

of Swedes with a few others. At Belmont Street, also, Swedes or North Europeans predominate, though there is a considerable number of Armenians and a few Greeks. Shrewsbury Street opens its door to a large representation of Italians, some Syrians, Poles and French. Providence Street has a large majority of all of the Jewish patrons of the schools, with many Poles, Irish, and representatives of other nationalities. Grafton Street has more Syrians than all the other schools combined, with its share of French, Poles and others. Millbury Street is cosmopolitan with one room of Swedes, another of Poles, and still others of various peoples, besides native born, who are studying to enter the evening high school, the latter case being true of all the schools. At Quinsigamond the attendance is practically Swede altogether. Lamartine Street has a considerable representation of Jews, Poles and French, with a sprinkling of other races. Canterbury Street has more French than any other one school, with the usual admixture of the large racial variety that this city possesses. The school at Webster Square, though not large, presents the usual extended variety, while in Chandler Street may be found a large class of Armenians, now and then a negro, more Swedes and other Northmen, with a considerable number of native born.

At the evening high school, held in the English high school edifice, will be found a great number of pupils of ages varying from the lads and misses in their teens to the men and women of middle life. There is no age limit either way. A very large part of the enrollment is of those who have attended the high schools of the city or elsewhere, and, for all sorts of reasons, have had to leave before graduation. To them this opportunity to complete what they began some time ago is a boon surely appreciated by them and their friends. Very few of them are in there for any other reason than their desire to acquire what circumstances have prevented their getting earlier. Of course, there are those who, having had the full advantages of the local schools, come here to review and possibly to take branches they could not follow in former school days. Thus we find many of the teachers of Worcester improving their opportunity to add to their knowledge of the modern languages. The classes in bookkeeping, stenography and typewriting are very large. Many a man has sought the evening facilities thus afforded to go over the range covered by the civil service examinations, and a large number of the policemen of Worcester are wearing their badges through the instruction had in the evening schools of the city.

There was a time when certain young men thought it a sort of lark to enroll themselves in the schools and then spend their time in annoying their teachers. That element has been entirely eliminated. The deposit of a dollar, to be returned if conduct prove satisfactory, seemed to be more than the hoodlum thought the sport worth, and discipline now is not a serious consideration.

In the old Walnut Street building the evening classes in cooking are taught, and the city is, in a roundabout manner, giving practical temperance lessons, since every well-cooked meal is really a preventive of the abnormal craving which often leads to the drink habit. In the same edifice, indeed just across the hall, is the large and earnest class in mechanical drawing, where practical instruction is given in an art which does so much for this center of mechanical industries. A look into this room when filled with intelligent, determined young men is inspiriting in the highest degree. Architectural drawing, with classes in the English high building, affords equal enjoyment to those who love to give the other fellow a chance. Freehand drawing is not neglected, but in the Oxford Street schoolhouse enthusiastic pupils profit by the painstaking efforts of competent and devoted teachers.

The schools, first and last, cost Worcester a tidy sum of money, but it may be doubted if any like amount, how-

ever expended, brings a better return than that which prevents the Heart of the Commonwealth having what is the menace of London viz., a section where the language of the nation is an unknown tongue. The evening schools of Worcester and other cities transform the young immigrants, in the shortest time possible, into English-speaking, patriotic, progressive Americans.

Mr. D. F. O'Regan, principal of the evening school, contributes the following:

The high school department of the city evening schools during the past winter occupied every available room in the English high school building. This school has been a pioneer in its line, and it is to-day, without doubt, the most complete evening high school in the country. The courses of study are designed to fill the needs of the pupils who apply. They are filled with practical instruction and handled in such a way that the pupils make the most of every hour allotted to this work. There are seventeen different subjects taught at the school, including Latin, French, German, Spanish, algebra, arithmetic, geometry, physics, chemistry, English literature, English grammar, history, geography, civil government, bookkeeping and stenography. Usually a student takes two of the studies and, upon satisfactory completion of a year's work in them, receives certificates in them. The attainment of eight of these certificates, or the completion of four years' work, entitles to graduation. Diplomas for completed work are also given for two years' work in bookkeeping and in stenography, provided the pupil meets the requirements.

There are very few pupils who attend the evening high school who are unemployed during the day, and nearly all have a very well-defined purpose. They are of all classes intellectually, but mainly the more brilliant, and they show a capacity for grasping knowledge that is, indeed, surprising to one acquainted with day school work only. There are twenty-five teachers at the school working under the direction of the principal.

The Worcester Polytechnic Institute year began Sept. 15, with a total enrollment largely in excess of that of any previous year, the increase over the enrollment of last year being nearly fifteen per cent. The freshman class numbers over 130, and shows a considerable increase over the size of last year's class, which was, up to that time, the largest class that had ever entered the Institute. The present freshman class contains a larger percentage than usual of students from outside the State, and includes representatives from Cuba, Brazil and Japan, including F. M. Aguirre, Cienfuegos, Cuba; V. Cobb, Pywble, N. S. W., Australia, and Y. Yamada, Owari, Japan.

There are seven post-graduate students in electrical engineering the coming year, a much larger number than have ever before attended the Institute at one time. Many changes within the department enable stronger graduate courses to be offered than heretofore, and it is probable that this number will increase in the future.

Dr. A. W. Ewell, who has for the past four years been at the Institute as instructor in physics, has received the appointment as assistant professor of physics. He has been in Europe during the entire summer. Mr. E. E. Chase, a graduate of Boston University, has been appointed instructor in languages. Mr. J. D. Williams, a graduate of the Sheffield Scientific School, has been appointed instructor in civil engineering and mathematics. Mr. C. B. Harrington and Mr. C. F. Howe, both graduates of the Institute last June, have been appointed assistants in the department of physics. Mr. H. C. Walter, a graduate of the Institute in the class of 1900, and also associate member of the American Institute of Electrical Engineers, has been appointed instructor in electrical engineering and will have immediate charge of the work in electrical engineering design. He was for a year and a half

instructor in electrical engineering at the North Carolina State College, and was then called as instructor in electrical engineering to Purdue University, where he has been in charge of their courses in electrical engineering design. Mr. C. D. Knight, a graduate of the Institute, and one of the prize men of the class of 1903, has been appointed instructor in electrical engineering. For the past year Mr. Knight has been in the testing laboratories of the General Electric Company at Schenectady.

Mr. F. J. Adams, a graduate of the Institute, and one of the prize men of the class of 1904, has been appointed graduate assistant in electrical engineering, with duties in connection with the electrical engineering laboratories. Dr. Frederick Bonnet, who has for the past year been instructor in chemistry at the Iowa State University, has been appointed instructor in chemistry. Dr. Bonnet is a graduate of Washington University, St. Louis, and received his degree of Doctor of Philosophy in chemistry at Harvard University a year ago.

Clark College opened Wednesday, Sept. 21, and Clark University opened a week later. Dr. G. Stanley Hall, president of the University, has returned from his vacation passed in Northfield, and President Carroll D. Wright of the College returned ten days ago from Marblehead, where he passes his summers. This will be an important year in the history of both institutions, for at the end of the college year in June the first class will graduate. President Hall says the fact that there will be a graduating class for the first time, who might continue their studies at the University, involves a good deal of co-ordination. The College this year will have about the same number of students it had last year. Dr. R. Mowry Bell has been added to the modern language department. Dr. Prentiss C. Hoyt, who is to be assistant in the department of English, has moved from Cambridge and will live on the campus at the College. President Carroll D. Wright has engaged apartments at the Aurora, 656 Main Street. He will live in Worcester permanently after December.

The total number of students at the College this year will be about the same as last year, about 100. Among the new courses at the University this year is one in the "psychology of the senses" by Dr. Hall. A new course in education is being planned by Dr. Hall and Dr. Howe, which will go into great detail, taking up every phase, including the high school, college, university and special school. Medical schools and law schools will be included in the subject as treated this year, and especially there will be a study of special schools, such as industrial and the new watchmaking schools, schools of perfumery and other kinds of schools, where attention is paid to one particular thing. Dr. Hall has been studying for this course for several years, and has collected a great deal of data, so that he thinks he will be able to present the course this year. Another new course will be in the psychology of religion presented by Dr. De Buy.

The students began to return to Holy Cross College on Sept. 7th, which was registration day. Before the middle of the month the number of resident students had reached 300, which taxes the capacity of the present buildings. Ground was broken for the new dormitory—Alumni Hall—on Wednesday, Sept. 14th, and the work of excavation is now progressing. The building will provide one hundred private rooms, and will be ready for use next September. The new athletic field is receiving finishing touches and is much admired by the new students. In size it will be a trifle larger than the polo grounds in New York. The only change in the faculty since last month is in the department of philosophy, where Rev. Joseph M. Renaud, S. J., replaces Rev. Patrick H. Casey, S. J., who has been transferred to St. Peter's College, Jersey City, N. J.

Worcester Academy began its seventy-first year Tuesday, Sept. 13th,

with an enrollment of 209 students. The opening attendance is in excess of any previous year in the history of the school. The two new members of the faculty are Ernest H. Baldwin, Ph.D. (Yale), and Mr. A. E. Erickson (Tufts). These gentlemen come to Worcester highly recommended as experienced teachers. Dr. Baldwin will teach history, and Mr. Erickson will be instructor in mathematics and physical training. Probably no preparatory school in the whole country has received a finer body of students than Worcester Academy this fall. Parents are especially inclined to send their boys to this school, because the graduates are prepared for the best colleges or for the most exacting business positions. The testimony of one of the new students that comes from a western state is, he chose Worcester Academy because he was confident it would prepare him for his future, whether he enters college or business. Principal Abercrombie and his associates in the faculty are pleased with the prospect of a successful year. The already manifest school spirit among the students shows that the new as well as the old students are happy in this delightful school home.

The business schools opened in September with good attendance, Becker's Business College, Worcester Business Institute and Hinman's College each reporting encouraging outlook for busy terms. Miss Maude Anderson, who has a record of 250 words a minute at shorthand, is teaching at the Becker College. She was formerly with H. D. Perky and the Vellumoid Paper Co. Of the pupils at the Becker College, Miss Amanda Neville left Sept. 15 for Porto Rico, where she has a government position. Miss Florence Deedy, who writes 200 words a minute, has gone to teach in the Leominster high school, and Mr. Harry Waterman has gone to the Philippines. Mr. Becker has inaugurated an apprentice department, where apprentices are obliged to serve eight hours a day before going into a business office.

WORCESTER BOARD OF TRADE.

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An improved hand and power bolt cutter and nut tapper is being built by Boynton & Plummer.

The Draper Machine Company is building a new 18 inch rapid reduction lathe, which has a feature new to this company's tools in the use of a single wide-faced pulley instead of a cone pulley.

The Francis Reed Company has built a special six-spindle drill adapted for drilling both wood and iron which the company proposes to add to its regular line.

A new industry for Worcester has recently begun operations, although it has been many months in preparation. It is the manufacture of fine precipitated colors for paint and paper

makers' use. The buildings were built especially for this purpose on land of the Spencer Wire Co. of New Worcester, and the company utilizes some of the by-product of the wire company in the manufacture of these goods. The process is an extremely interesting one, and it is hoped later on that a description of it as well as the works may be published in these columns. The company is controlled by the officers of the wire company, assisted by James E. Campbell, an expert chemical engineer formerly connected with the American Steel & Wire Co.

The Crompton-Thayer Loom Co. has received an order for fancy woolen looms to the amount of $30,000 for the North Adams branch of the Waterhouse & Buffum Co.'s mills of Blackinton. Waterhouse & Buffum Co. has leased the Eagle Mill at North Adams, where it will install a complete outfit of modern machinery for the manufacture of fancy woolens, and it is expected to have the new plant in operation early in October, giving employment to several hundred hands.

E. J. Cross has been given the contract for the addition to the Hill Dryer Co. plant on Park Avenue. The addition will be 44 x 28 feet, of brick and steel, and one story, to be used as a boiler-room and engine-house.

Mr. A. A. Barker has prepared plans for a four-story factory addition for the Eagle Lake Woolen Co. of Jefferson. The old factory is of wood and the addition will be of brick. The addition will be 85 by 45 feet. On the first floor will be picker, dryer and gauze rooms, and all the floors above will be used for weave-rooms. The building will be erected by Mr. Eli Belisle of Worcester. Plans have also been prepared by Mr. Barker for two colonial dwellings in Brattleboro, Vt., for L. F. Adams and Fred C. Adams.

The Morgan Spring Co. has awarded a contract to E. J. Cross for a brick storehouse, 132 x 72, as an addition to its plant in Greendale.

The manufacturing clothiers of the better class are much interested in a calender-rolling or refinishing machine put on the market by Curtis & Marble, the cloth-finishing machinery builders of Worcester. The machine, as its name indicates, is for use only on certain classes of goods and for a special purpose. It is strictly a refinishing machine for use after the usual processes of sponging or shrinking, and is chiefly valuable in restoring the original or mill finish to those goods which commonly lose a large part of their fine appearance during the process of sponging. Its great value is on high-priced fabrics and goods of the better class. Many manufacturing clothiers who make a specialty of cutting up goods for the fine trade have made haste to install these machines.

The machine is adapted also for use of mills, both in men's wear and dress goods, which make a specialty of finishing cloth already shrunk and ready to be cut up into garments for custom cloth spongers and refinishers.

The London shrink is considered a pretty severe process on some fabrics, and usually a great deal of pressing is required to get back even a portion of the original feel, luster and finish of the goods. Samples recently shown of London shrunk goods refinished on Curtis & Marble's machine were equal in style and finish to the same goods when they left the mill.

The builders say the machine does not shrink the goods in its operation, nor does it stretch them beyond the slight increase in length produced by ironing out the wrinkles. It is merely a finishing process for making permanent the original or mill finish of the goods after sponging.

The first meeting of the Board of Trade directors after the summer vacation took place in the directors' room on the night of Thursday, Sept. 15. President H. W. Goddard made a lengthy report concerning the affairs of the organization, including several recommendations. He outlined the changes that have taken place during the summer in the secretary's office, referred to the Merchants' Association, and the attitude of the Board of Trade toward it, and urged the earnest co-operation of the directors and members of the board in the publication of the Worcester Magazine and the export sheet. He announced the appointment of Mr. George C. Whitney of the Board of Directors as chairman of the Committee on Ways and Means to succeed Mr. R. James Tatman, deceased.

The Committee on Membership sent to the directors a communication that it be the sense of the committee that the annual banquet be free to members. After a discussion, it was unanimously voted that there be no charge to members for banquet tickets. As the membership of the board is large, it is doubtful if there will be any room in Mechanics Hall for a great number of guests, the seating capacity of the hall not permitting it.

President Goddard read a protest from a tax-payer against the rule of the City Treasurer that tax-payers be required to enclose with their tax-bill a stamped envelope addressed to themselves, to ensure a return of their receipt. The sentiment expressed was against the rule, on the ground that it was absurd and gives outsiders an impression that Worcester has cheap methods in its municipal makeup. The protest was referred to the Committee on Municipal Affairs, of which William A. Lytle is chairman. He had a conference the following day with Mayor W. H. Blodget and City Treasurer F. W. White, with the result that Mayor Blodget ordered the rule rescinded.

The October meeting of the directors of the board takes place on the night of Thursday, the 13th, at 8 o'clock.

The death of Mr. Philip W. Moen, which took place at his summer residence, Ard-na-Clachan in Shrewsbury, on the night of Sept. 12, came as a shock to the community in which he had lived nearly all his life. Apoplexy was the direct cause of his death, and the end came without a warning, at the

close of a day passed with his family at the summer home.

Mr. Moen's long connection with the Washburn & Moen Mfg. Company, now a branch of the American Steel & Wire Company, made him widely known throughout the United States as a business man who had attained success in his line to a remarkable degree. He developed the cost department of the Washburn & Moen Company, which is considered the most ideally conducted cost department ever evolved. It was at the time of the absorption of the Washburn & Moen Company by the American Steel & Wire Company that Mr. Moen retired as its general manager and severed all relations with the company in which he had grown up and been at its head, maintaining a policy which made it a strong competitor with other industries of its kind in the world, and which held its own as the most prominent of all Worcester manufacturing concerns. Since retiring from active business pursuits, he has given all of his time and considerable of his money to advance his home city in several important lines. He contributed liberally to all forms of charity.

Mr. Moen was born in Worcester in February, 1857. He was the son of Philip L. Moen, one of the pioneers of the old Washburn & Moen Manufacturing Company. Mr. Moen attended Yale University, and graduating from there in 1878, went to Sweden for three years, prior to entering the Washburn & Moen plant, now the Worcester works of the American Steel & Wire Company.

In Sweden he secured an education that to him was valuable and, with the practical experience that followed, made him recognized as one of the authorities of the country on the metallurgy of iron and steel and of wire products. In Sweden he passed a portion of his time in study at the Royal Polytechnic Institute in Stockholm, and later was in the northern part of Sweden, in the heart of that country's steel and wire industry.

His technical education in Sweden being completed, Mr. Moen returned to this country and entered the Washburn & Moen plant. He first devoted his attention to the cost department, which was developed under him. After that he went into the purchasing department, and then became the assistant treasurer. In 1885 Mr. Moen took the place of Charles H. Morgan as superintendent, and was shortly afterward made a director of the Washburn & Moen Company. Upon the death of his father in 1891, Mr. Moen became general manager, W. E. Rice becoming President.

When the Washburn & Moen Company was absorbed by the American Steel & Wire Company, Mr. Moen was made a vice-president of the parent company, and also the eastern manager for the company, retaining also his title of general manager of the Worcester plant. Two years ago, or shortly after the United States Steel Corporation absorbed the American Steel & Wire Company, Mr. Moen resigned from the company, and is generally understood to have disposed at that time of the greater part of his holdings of stock.

Mr. Moen had been for years a member of Union Church. He was instrumental in the building of the present edifice on Chestnut Street, and with the other members of his family gave to the church the Moen chapel adjoining.

Mr. Moen was married fourteen years ago last June to Miss Margaret Brown Struthers, daughter of Thomas and Elizabeth Struthers of Edinburgh, Scotland. He leaves, besides Mrs. Moen, three daughters, Margaret, Elizabeth and Dorothy, and two sisters.

The Skandinavian Directory for 1904, published by Thure Hanson, has been received from the printer, a copy being furnished the Board of Trade. Besides containing a complete list of names of the Swedish population, it has portraits of members of the Swedish clergy, also representatives of the nationality who hold public office, including A. W. Ekstrom, deputy collector of United States internal revenue; John P. Holmgren, chairman of Republican City Committee last year; Alderman Carl H. Bock, and Councilman Charles A. Orstrom, both of Ward 5.

Dr. Edmund A. Engler, president of Worcester Polytechnic Institute, and Prof. Harold B. Smith, in charge of the electrical engineering department at the Institute, served as judges at the St. Louis Exposition. Dr. Engler was a member of the International Jury, having in charge the determination of the awards made on exhibits at the fair. Professor Smith was judge of exhibits of electrical engineering.

Mr. Walter D. Ross, member of the Board of Trade Membership Committee, was presented with a cut glass punch bowl by fifteen of the implement exhibitors at the Greendale fair grounds at the recent show. Mr. Ross was superintendent of grounds, and gave the exhibitors a good chance for a display of their goods. The presentation was made by Mr. C. A. Kenney.

S. Hamilton Coe of the Mutual Life Insurance Company of New York has returned from St. Louis, where he attended the Exposition as the guest of the company he represents. The company gave a World's Fair trip to every agent writing a certain amount of business, and Mr. Coe has for several years been included in this list. He reported a good time, and enjoyed the fair and the trip out and back, which included a stop at Niagara.

THE WORCESTER MAGAZINE

Vol. VII. NOVEMBER--1904 No. 11.

Magazine and Municipal Comment.
Senator George Frisbie Hoar.
From School and College.
Industrial Life of Worcester.
Board of Trade News.

DEVOTED TO

Good Citizenship and Municipal Development

PUBLISHED MONTHLY BY THE BOARD OF TRADE
WORCESTER, MASSACHUSETTS,
U. S. A.

$1.00 A YEAR. 10 CENTS A COPY.

PHOTO BY SHALJAN.

SENATOR HOAR'S FUNERAL PROCESSION ON ELM STREET.

The Worcester Magazine.

Vol. VII. NOVEMBER, 1904. No. 11.

This magazine is published by the Worcester Board of Trade. Its reading pages are devoted solely to municipal development, good citizenship and the business welfare of Worcester. Space in these pages is not for sale.

MAGAZINE AND MUNICIPAL COMMENT.

PLANS FOR ANNUAL BANQUET.

The Board of Trade has been unfortunate in its engagement with Hon. William H. Taft, Secretary of War, for its annual banquet. Secretary Taft gave the Board a date in the spring which was cancelled on account of sickness. A short time ago he named December 3 as the time he could come to Worcester, and all arrangements were made for the banquet on that date. Since then, however, he has been ordered by President Roosevelt to proceed to Panama, in relation to troubles on the isthmus. This has necessitated his cancelling the December date, Mr. George F. Booth, chairman of the committee on meetings and receptions, receiving a very courteous letter from him late in October.

Secretary Taft is desirous of keeping his appointment with the Worcester Board of Trade and is perfectly willing to come at any time after December. The Board having once fixed its date, and being obliged to postpone it, does not want to disappoint its members by another postponement and will have its banquet December 3, securing, in the meantime, the best speakers possible as an attraction, Governor John L. Bates having already been secured and Attorney-General Herbert Parker will probably accept an invitation. At this writing it is unable to give the list of speakers. The details of the banquet are in charge of the following committees:

Hall and Decoration—James Draper, Henry E. Townsend, Arthur O. Young and A. C. Comins.

Programme—James Draper and W. W. Johnson.

Speakers—W. W. Johnson, Freeman Brown, W. A. Lytle, George F. Booth and Charles F. Marble.

Dinner—Freeman Brown and Gen. R. H. Chamberlain.

In addition to the annual banquet, the Board of Trade has arranged for further entertainment during the winter by a series of smoke talks to be given the third Thursdays in January, February and March. These are in charge of the following committees:

James Draper, Arthur O. Young and W. W. Johnson, for January; W. A. Lytle, H. E. Townsend and Charles F. Marble, for February, and Freeman Brown, A. C. Comins and Gen. R. H. Chamberlain, for March.

FINANCIAL SHOWING CREDIT TO CITY.

One more month remains of the city financial year. The statement of City Auditor John B. Bowker for the year ending Sept. 30, which includes ten months of the year, shows there has been expended in all the city departments $2,460,091.79, leaving an unexpended

balance of $[illegible] which must run these departments until Dec. 1. The net debt at that time was $0,516,504.43, which is considerably less than one year ago. If none but contemplated improvements up to the present time are carried out, the city's financial statement Nov. 30 will show a reduction in the gross funded loans of $50,000 and a reduction in the net debt of the city of more than $100,000. As has been stated before, a sum considerably in excess of that used in the previous year has been expended for permanent improvements, and the decrease in the net debt is to be accounted for by the taking of license money to pay the city's expenses and avoiding making loans, which would not have been the case had the assessors taken a portion of the license money to still further reduce the tax rate and thereby compel the city to borrow for its running expenses.

People do not understand how a reduction in the net debt can be made and a larger sum expended for carrying on the city work. As stated above it is explained by the fact that there is money paid in from liquor licenses and there is no need of creating a debt for the sake of getting this money. Last year the net debt was decreased $86,000 over the previous year, and if Mayor Blodget decreases the net debt this year over $100,000 it will then stand at a lower point than since 1900.

One year ago there was an increase in the funded loans of $410,500. Last year there was paid off $165,000 and this year $330,000 of these loans. There have been a number of improvements made this year and many things which were necessary have been done, including the new city stable, pavements both granite and granolithic, Fire Department apparatus hose, additional filter beds at the purification works and the completion of the City Hospital. In addition the water works system has been improved and developed, the largest reservoir on the Kettle Brook system being remodeled, the old dam being replaced by one larger and more substantial, the basin cleansed and rebuilt so that on both systems of the shed water of a quality suitable to the people of Worcester is furnished.

Mayor Blodget will make a commendable financial showing. Everything necessary for the well being of the city has been provided for. No particular department has been pinched in favor of another, there being a uniform distribution of work accomplished throughout the several city departments. The annual revenues have been about the same, the last received being the excess tax from street railway corporations amounting to $16,000 or $17,000, which is some help to the city's financial condition. This is about the same as last year's figure. The Consolidated Street Railway Company, the largest corporation which pays an excess tax in to the city treasury, contributed within 67 cents of the figure of last year. The work of reducing the net debt will be more diligently accomplished within the next thirty days.

ADVERTISING BRINGS GROWTH.

Worcester needs to be well advertised. Its manufacturing interests need to be further heralded over the world. It is now the greatest inland manufacturing city in the world. This is not because it possesses natural advantages for making it a manufacturing centre. It is because its earlier business men were men of great foresight and strong character. The secret of Worcester's growth has been a story of character building. It is advertising a city through its Board of Trade and its mediums that brings results. Worcester will continue to grow, but it must be constantly brought before the world by advertising. Printer's Ink, which studies the science of advertising to bring results, says that every municipality has a character all its own. This is made by a least three conditions—its location, principal industries, and the kind of men promoting its principal industries. There is much unthinking work done under the presumption of promoting the welfare of a city.

Without question, location plays an important part in a city's business development, but the United States has many examples of immense industries

in towns and cities without any natural reasons for their present location.

Battle Creek has no special license to make food products. The greater amount of the raw materials is shipped from other parts of the country. Akron, Ohio, is a great rubber manufacturing town, with many factories and an immense business, with no other reason except the fact that the Goodyear factory was located there and the industry spread.

Wheeling, W. Va., imports the tobacco for its stogies from other states. There is no reason why Dayton, Springfield and Cincinnati should make carriages. On the other hand, Chicago's packing-houses and the iron industries of Cleveland and Pittsburg are a result of natural advantages of shipping.

Taking this view of the development of cities and towns, the opportunity for building their industries by sensible advertising, directed by thoughtful minds, is at once apparent.

Advertising will do wonderful things. When its force is better understood, it will be employed in fields hitherto untried and unknown. The advertising "proposition" of a city or town is not different, except in application, from that of other lines. What does the city or town want? What inducements has it to offer? Does it want factories? All right. Then work out the factory idea. Find out what kind of factories can best thrive in the place. Get all the "points,"—and then present them in a clear and comprehensive manner to prospective or established concerns in the particular line.

By far the most sensible result that a progressive town can accomplish is to attract capital to its established enterprises. This can be well accomplished through a board of trade, or some similar organization, because the investing public has grown suspicious of promotion plans in general. If capital can be invited into a city in a general way, without putting forward the advantages of a particular company, the established prejudice is immediately overcome and the capitalist is more likely to give the enterprise that investigation which must necessarily precede investment.

Good residents are always desirable. A town having good school advantages, pure air, clean water, intelligent and refined people, and pleasant surroundings has a good "proposition" to advertise.

ITS OPERATION NOT YET CLEAR.

It would seem as though the operation of the new Massachusetts corporation law ought to be pretty well understood by this time, yet the frequent inquiries at the State House in regard to the subject and the occasional criticisms which appear in newspapers show that there still exists considerable confusion as to the results of the law. In a recent number of the Banker and Tradesman, Mr. James Mott Hallowell furnishes a good deal of information about the law and removes some popular misconceptions as to its purpose and practice. Mr. Hallowell concedes that in its practical operation the statute will reduce by a considerable extent the direct franchise tax collected by the State, due to the depreciation in values of stocks caused by strikes; the deduction of the value of securities which would not be taxed if owned by individuals; the deduction of the value of property taxable in another State and the placing of a maximum limit on franchise values. These have been the main grounds of opposition to the new law, and it is within the knowledge of all that it was to prevent this loss of revenue that amendments were sought at the last session. But the advocates of amendment apparently forgot that all these points had been considered by the original framers of the statute, and that taxation above the point at which it is now fixed would, it is believed, ultimately drive corporations out of the State and sacrifice the franchise tax altogether. The decrease in revenue is only temporary and the new corporations, which can do business here as well as elsewhere, will ultimately increase it considerably.

TO HELP EXPORT TRADE.

The Department of State has initiated measures to make the foreign diplomatic corps a systematic and sufficient auxiliary for the promotion of export trade. This is especially important to Worcester, from which many hundreds of thousand dollars' worth of goods is annually exported. This system of co-operation between the diplomatic corps and consuls will be the means of extending commerce. The action of the department is tentative as yet, and takes the form of an instruction from Acting Secretary Loomis to the diplomatic corps calling for reports as to the feasibility of the plan. The instruction says:

I have the honor to request that you will cause to be prepared at your earliest convenience, for the information of this department, a memorandum upon the capabilities of the diplomatic service for the promotion of our trade interests in the country or countries to which you are accredited. The department is prompted in making this inquiry by two considerations:

First—That our embassies and legations, as shown by their frequent efforts to assist the spread of our trade intelligence among our people, would seem to need only a definite plan of action and proper instruments to become powerful auxiliaries in the great and constantly growing work of equipping our manufacturers and exporters for effective competition in the world's commerce.

Second—The limitation upon the consular service is its lack of diplomatic status, in obtaining official information at first hand. Such information can be secured by a consular officer only through the co-operation of our diplomatic agents or by courtesy of an official of the country in which he is located. Moreover, a consul-general in the capital city of a country may be, and usually is, a local officer, whose jurisdiction and influence do not extend beyond a particular district. It will be apparent to you that if the United States is to gain and hold its proper place among the industrially competing nations in the world's markets, nothing should be left to such chances, but that the machinery for collecting information as to business conditions in other countries should be made as efficient and as safely automatic as the means will allow. As you are aware, the consular service has made a general and very marked advance in its utility in this direction in recent years, so much so in fact as to have become the object of imitation and emulation on the part of the more prominent industrial nations; and it is believed that if its diplomatic service could be brought into closer and more active co-operation with it, the United States would possess an instrument of trade expansion which it would be difficult to rival.

In view of the fact that the extension of commerce, in its many forms, with a multitude of subsidiary interests, has admittedly become one of the chief aims of the world diplomacy, and the further fact that some nations already have diplomatic representatives, known as commercial attachés, charged with the special duty of collecting industrial and trade information, it is assumed that no serious question of propriety could arise from the assumption by an embassy or legation of the functions which have been indicated as part of its regular duties.

The diplomatic officers are also instructed to report upon the following questions: "Is there such co-operation as that outlined above between the diplomatic and consular service of the country to which you are accredited? If so, describe it as fully as you can. Has the government any commercial or industrial attachés? If so, define their duties, diplomatic status, pay, etc. Would such attachés, in your judgment, be useful for the United States?

SENATOR GEORGE FRISBIE HOAR.

IT is a month since the tolling of bells in the church towers communicated to the people of Worcester the intelligence of the passing of United States Senator George Frisbie Hoar. The chimes in the belfry of Plymouth sounding the notes of "Nearer, my God, to Thee" during the early morning hour of Sept. 29, announced to the country that the veteran legislator—the last of the great men—had passed on from earth forever; had joined that illustrious family to which he had always pointed with honor; the grand old man of Congressional life, bowed down by grief from the loss of his beloved wife a few months previous, had completed his life work and, with Christian fortitude and resignation, he met the inevitable fate that awaits us all—

"Like one that wraps the drapery of his couch
About him and lies down to pleasant dreams."

Upon the death of Senator Morrill of Vermont the impressive words of Senator Hoar were, "Henceforth I shall work with my juniors," and as the oldest living graduate always leaves a successor, it was for Senator Hoar to become the "ranking old man" of Congressional life. How well he kept his charge the country knows, and, "taken all in all, reviewing the long life just closed, and impartially weighing defects and achievements, Massachusetts, at the bier of George F. Hoar, could truthfully say, 'This man was a great senator from Massachusetts, and he was more: He was a great senator of the United States.'"

Worcester owes much to Senator Hoar. He was the prime mover in establishing a free public library, and later a reading room. He was foremost in placing the Worcester Polytechnic Institute on a solid foundation, and for many years was one of its trustees. He was a warm friend of Clark University at the time of its origin and ever since. He was a vice-president, and, at the death of Jonas G. Clark, its head, Mr. Hoar became president of the board of trustees, a position he held until his death. For many years he was trustee of Leicester Academy, and was the first president of St. Wulstan Society of this city. The Worcester Art Society and the Worcester Club were founded by his efforts. He was an honorary life member of the Worcester Mechanics' Association, and a member of the Republican Club of Massachusetts. He was the oldest member, saving two, of the American Society of Antiquity. He also held membership in the New England Genealogical Society, was a former president of the American Historical Society, and was active in the Massachusetts Historical Society. He was chairman of the public preservation committee of Massachusetts, and a trustee of the Peabody trust fund for the promotion of education in the South. He had been trustee of Harvard University and was a former president of the Harvard Alumni Association, and also of the Worcester Harvard Alumni Club. He was a regent of the Smithsonian Institute.

Senator Hoar was always George F. Hoar. The man ever inspired the senator. His oratory—and the public had come to think of him almost exclusively as the orator—spoke the reader, the student, the tireless investigator the man was.

He never shirked the heat of debate, and would plunge into it, after hours spent in the committee room, where he had toiled under a full sense of the responsibility of a law maker.

As an orator he preserved the grand old manner, the high and penetrating sonority of the school of Pitt and Burke, which were the models of his youth, and never ceased to delight his maturer years.

He lived simply and according to the older American tradition. His

household was that of the old-time New Englander, who might have been a man of letters had he not elected to be a man of affairs. He was not a rich man in the modern sense of the term, and it may be questioned if he ever cared to be. For ill-gotten wealth he had a disdain as strong as his hatred of corruption.

The senator who had bought his way into the Senate he regarded as one whose unworthiness of that chamber was a flagrant offense against the meaning of the Constitution and republican institutions. For the senator who was merely rich and regarded the Senate as simply the best club in the United States, he never feigned respect. He could see neither political nor public use for a man who would not work in the committee room and could not speak on the floor. The Senate was to him a high and mighty body that could be kept mighty only as it was kept high.

There is so much in the career of Mr. Hoar to write about, and his Memoirs have so recently been made accessible to the public, that any attempted review of his place in the public life of the nation at this time must be extremely inadequate. His two-volume work, recently published, did not tell half the story of the range of his influence, the width of his learning, or the richness of his humanity.

The memorial exercises in the Senate on its reassembling in December on the day set apart for the Massachusetts Senator, will for once lose their formal character and become a recital of personal experiences and intimacies, full of warmth and genuineness.

Senator Hoar was probably longer in public service than any American of our time. He was born on the 29th of August, 1826, and came into public life almost by inheritance. His father, an eminent Massachusetts lawyer, was one of the organizers of the Republican party. His maternal grandfather was Roger Sherman, who signed the Association of 1774, the Declaration of Independence, the Articles of Confederation, and the Constitution of the United States, and who, Jefferson declared, "never said a foolish thing in his life."

At twenty Senator Hoar was graduated from Harvard. While there he cultivated a decided fondness for classics, and even in his later life reading Greek was one of his recreations. This, coupled with his high patriotic service, made him the idol of college students and faculties alike, and five of our prominent colleges—namely, Harvard, William and Mary, Amherst, Yale, and Dartmouth—conferred upon him the degree of Doctor of Laws.

Soon after completing his course at Cambridge he took up the practice of law at Worcester, Massachusetts. In 1852 he was elected to the Massachusetts House of Representatives, and in 1857 to the State Senate. In 1860 he was made city attorney for Worcester. During this time he was also president of the trustees of the city library. In 1869 he was elected to Congress, where he served for eight years, when, in 1877, he was sent to the Senate of the United States. In this chamber he served his State and country until his death, surviving all those who were his colleagues in the early years. His term of service began six years later than the period of Blaine's "Twenty Years in Congress," but it comprises another twenty years immediately following Blaine's—years lacking, perhaps, in the dramatic incidents of the Civil War era, but still fraught with momentous issues.

Beginning his public career as a Free Soiler, he joined the Republican party when it was organized, and for more than fifty years the sage of our senatorial solons was the able and eloquent defender of his party's initial principles. To him the Republican party was always the party of moral ideals, though time had softened his rasping partisanship, and though he had repeatedly vigorously opposed his party's foremost issues. But in spite of his party loyalty, he was the most eloquent and convincing of all the opponents of the new imperialism. He showed inspiring political courage and independence when he broke with the most popular administration the Re-

publican party ever had, and bluntly informed President McKinley that "you can not maintain a despotism in Asia and a republic in America." He was a statesman of the old school. He represented Massachusetts in the United States Senate, not a railroad, a corporation, or even his party.

He was a man of broad and liberal mind, a scholar and a true patriot. He was a member of many prominent historical and scientific societies, and for years he was the honored president of the American Unitarian Association. He has been called "the grand old American," and the epitaph of Charles Francis Adams well becomes him, "He left the example of high powers nobly used and the remembrance of a spotless name."

The following personal tributes and paragraphs from resolutions are selected from those given and adopted at the time of Senator Hoar's death:

The loss is not yours only, but of all those who believe in the lofty standard of purity, integrity and fearlessness in public life.—President Theodore Roosevelt.

Senator Hoar is one of the few historical figures so recently in active life, whose political career began before the Civil War and had passed through the trials of that tremendous upheaval. He was a man who commanded the respect and affection of all his colleagues, whether Democratic or Republican, and especially was this true as the years mellowed the sharpness of his critical New England intellect.—Secretary William H. Taft.

He stood in the front ranks of the great characters of our times, and bears comparison with any man whom Massachusetts has ever contributed to the service of the nation. The temptations of the fame and wealth which he certainly would have won in his profession he resisted, and chose, rather, the opportunity of service to the people which Massachusetts offered him.—Secretary W. H. Moody.

To Massachusetts, so dearly loved by him, his loss can hardly be overestimated. His life was given, his great abilities were devoted to the service of his country, to his State, and to his fellow men. At some future time I hope to say something not wholly inadequate of his noble character and his great career. Now this is impossible. Senator Hoar was one of my nearest and dearest friends, to whom I was deeply attached. Personal sorrow at this moment overshadows all other feelings.—Senator Henry Cabot Lodge.

Senator Hoar, in thought and character and life, was indeed a sort of standing protest against the money getting and money worshipping tendencies of the present day. No man took greater pride in his country or loved her more. But for him her true glory was in the ideals she represented—or ought to represent—rather than in the extent of her territory or the volume of her riches.—Hon. Richard Olney.

His memoirs show him as he was, with all his faults and all his virtues, with the almost morbid conscientiousness of his race, a true lover, a strong hater, reckless of consequences to him, provided he himself was loyal to convictions that were ever the result not of impulse, but of matured deliberation. He was a partisan, believing that only by association in effort in public life, and not by mere individual censure without suggestion, can any great principle be advanced.—Lieut. Gov. Curtis Guild.

Senator Hoar's death is a positive loss to our nation. His ability, his high-mindedness and his freedom from political trickery furnish an example of a useful life which may well be imitated by all those entrusted by their countrymen with public duties.—Ex-president Grover Cleveland.

The death of Senator Hoar removes a much greater public figure and factor in political life than some people will realize until later.—Mayor Patrick Collins, Boston.

What man or group of men in all the causes he carried close to his heart can ever sum up all the achievements of such a life? The breadth of his sympathies, the range of his knowledge, the perpetual marvel of his memory, and the breadth of his interests have always made him seem to me perhaps the best of all living embodiments of the ideal modern humanist.—Dr. G. Stanley Hall.

Senator Hoar had for many years been a conspicuous figure. He was a man of strong convictions and had the courage to support them. He was thoroughly honest in thought and action. As a constitutional lawyer he had no superior in the Senate, possibly none in the country.—Senator W. P. Frye.

More politic than Sumner, as firmly devoted to principle, wiser in argument, as elegant and accurate in expression, and not surpassed by even that statesman in honesty and in courage of thought, Senator Hoar will be classed as the equal of the greatest senators ever sent by Massachusetts.—Austin P. Cristy, editor Worcester Telegram.

In the death of Senator Hoar all men everywhere, of whatever class, creed or political affiliation, will instinctively feel that the nation has lost a pure patriot, a statesman of high ideals devotedly cher-

Since through many years of honorable public service and a scholar who joined the charm of his cultured taste into all his spoken and written addresses.—President George R. Jones of Massachusetts Senate.

I regret that he did not live to see the fruition of his labors in behalf of the Philippine Islands, to see them free and independent, and the great crime which he opposed so eloquently, reversed and atoned for. The efforts which he made in that direction, as well as to prevent the accomplishment of the crime, will be his great glory in history. He will be remembered chiefly for that.—Erving Winslow.

"The last of the Old Guard." His attitude toward the problems of the times was that of a man who put the issue of right and wrong first and that type is very different from the type which is very prominent now.—Edwin D. Mead.

Senator Hoar's death will make an end of the chapter of public men who were brought up in the school of the rights of men, of which Sumner was the great exponent. Mr. Hoar was the legitimate successor of Charles Sumner, and very appropriately occupied his seat in the Senate. He appealed very strongly to the moral sense of Massachusetts, and that has always been among the commonwealths of the United States the distinguishing feature of Massachusetts.—Charles Francis Adams.

His work in the upbuilding of the Worcester Polytechnic Institute, and the founding and development of Clark University, have made the cause of education deeply indebted to him. As president of the National Unitarian Conference, he labored as few men have been privileged to do, in strengthening the religious life of the country.—City Solicitor Arthur P. Rugg.

Most men are but a part of a community. Senator Hoar was to a larger extent than any other citizen the soul of Worcester. To him we point when asked what Worcester is. His just character stands out conspicuously in the State, in the nation and beyond. Words can not add to his honorable name.—Hon. J. H. Walker.

A peer among men and statesmen, his place will be difficult to fill, but his example should be emulated by every man whose ambition leads him to aspire to public honors and private virtues. What he did for Worcester he did for the Commonwealth and the nation. Always seeking the best, he gave the best of himself.—Hon. Carroll D. Wright.

To his country, which he loved with an exalted patriotism, he has given the devoted, unselfish service of a pure and noble life.—Attorney General Herbert Parker.

In his place in Congress he occupied a standing far above the average of his associates, both in the house and in the Senate. As an intelligent person he was in the first rank of the men in his generation.—Ex-Gov. Geo. S. Boutwell.

Senator Hoar was especially democratic and simple in his tastes and feelings, and he appreciated the difficulties, the situation and feeling of all those with whom he came in contact. His acts of kindness, which required time, effort and forbearance, filled up in a large part the measure of his daily life. —Hon. Stephen Salisbury.

He was an able, wise and safe legislator. He was an extreme partisan, although at times he differed radically with his party, but when he did disagree, time has shown, and will show, that he was usually in the right.—Hon. John R. Thayer.

In the national arena he was in his old age venerated more than any other man. His love of country was a passion. No veteran of the Grand Army in its recent march through the streets of Boston gave his country more loyal service or is better entitled to its appreciation. If his judgment was not always infallible, his sentiment, his instinct for the right was unerring, and his memory is a benediction.—Hon. John D. Long.

In the death of Senator Hoar, Massachusetts and the entire country have met with a great loss. His marked ability and high standard in public and private life have won for him the respect and confidence of all the people to a remarkable degree.—Hon. W. Murray Crane.

For more than a third of a century he has shared conspicuously in the solution of all the difficult questions which have arisen, and by his great learning, ability and patriotic devotion, largely influenced their settlement. His life was pure, noble, forceful and grand.—Senator O. H. Platt.

I regard Senator Hoar as a statesman and a gentleman, one of the foremost men of America, an honorable and high-minded citizen and legislator.—President Smith of the Mormon Church.

He served his country for many years with conspicuous ability and undivided allegiance. He was a man of great learning. His ideals were high and to them he was true. He was a pure American patriot.—Senator C. W. Fairbanks.

Senator Hoar was the grand old man of America. Like a beacon light his classic culture and religious tolerance and true appreciation of the fundamental principles of the constitution, shone forth to enlighten the pathway of his countrymen. The strong flashes of his own bright example gave emphasis to his occasional severe rebukes of the shallow educational system and of bigotry.—President J. F. Hanselman, Holy Cross College.

As I look at the man I think he was the balance-wheel to the action of the government in many respects.—Mayor W. H. Blodget.

Without regard to race, creed or color, Senator Hoar, throughout his entire life, has fought the cause of the poor, downtrodden and oppressed.—Ex-Mayor P. J. O'Connell.

The Irish-American will always speak the name of George Frisbie Hoar with gratitude for his sympathy, and for his services in behalf of the efforts of the Irish race to lift the old land into the full noon of freedom and of nationhood.—Mgr. Thomas Griffin.

Above all he has maintained the highest standards in his private and political life, always seeking the best things, altogether a man of whom Massachusetts is justly proud, and one who will always be counted among the greatest of her sons.—Hon. C. G. Washburn.

His achievements are written in the history of the United States. Patriot and statesman, orator and scholar, lawyer and jurist, a great senator, a leader of men, the Commonwealth of Massachusetts loved by him so deeply and served by him so long, bows her head in grief as she enrolls his name among the greatest of those who have made her past illustrious. His abilities were commanding, his ideals were noble, his conduct of life followed the loftiest standards. He harkened always to the cry of the desolate and oppressed, and stood forth to fight their battles for them. Pure of heart, stainless in honor, tender in his affections, fearless and unswerving in the path of duty, unfaltering in his loyalty to friends and country, his life will be an example and an inspiration to the generations yet to be. He has died at the summit of his great career. He met death with the serene courage which had never failed him in the trials of life, surrounded by all that should accompany old age "like honor, love, obedience, troops of friends." So he passed over and all the trumpets sounded on the other side.—Resolution adopted by Massachusetts Republican State Convention.

For more than a third of a century he has wrought upon every question of far-reaching importance discussed in Congress, and made an ineffaceable impress upon national legislation. During this long period of legislative service he has been himself an important part in the history of national progress. While exemplifying in his own life the highest type of statesmanship, he has been the confidante of presidents and the counselor of statesmen. Living always in the full light of a public servant, no suspicion ever breathed against his absolute integrity, his blameless life and his character as a Christian. Tried by every test of manhood, he measures to the highest standard. He was interested in all that tended toward the advancement of humanity, and was catholic in all his sympathies. He was the champion of the oppressed, the friend of the needy, and the helper of those in distress. His last public utterance was in one of the public schools of this city, and of the cause of universal free education he has ever been a devoted advocate. He traced his lineage from the early settlers of New England, through warriors of the Revolution and signers of the Declaration of Independence, and of the Constitution, and he filled in fullest measure the wider sphere of opportunity and influence open in his own time to the highest talent in statecraft. Breathing thus the spirit of Puritan institutions, and living the life of an American statesman, he was the incarnation of Massachusetts.—Worcester City Council.

He was not only the most illustrious member of the organization that we represent, but he was, in our opinion, the greatest statesman ever produced by Massachusetts, for many years one of the foremost in the nation, and long recognized in other lands as one of the majestic figures of the nineteenth century.—Home Market Club.

The trustees wish to record their sense of the immense indebtedness of the university to Senator Hoar for its present stable foundation and its future promise. They feel that so much of the success of the institution is due to the constant and unequivocal support shown by the Senator in sustaining the policy of the honored head of the university, that it is proper for them to express their gratitude for the unselfish devotion of this great public benefactor.—Trustees of Clark University.

Senator Hoar will be remembered as the largest benefactor of the institute financially in proportion to his means in his establishment of a scholarship fund, which will remain a perpetual monument to his generosity.—Trustees Worcester Polytechnic Institute.

In the passing away of Senator Hoar the Republican party has lost one of its most noble representatives, the Commonwealth of Massachusetts its most eminent citizen, and the people of Worcester their best friend.—Worcester Republican City Committee.

We feel that the nation has lost a great statesman and leader, and the State a wise and honorable counselor, and the city a devoted citizen.—Worcester Republican Club.

In the arch consecrated to human freedom, civil and religious liberty, and universal justice, his brilliant and incorruptible career forms the keystone.—Boston Board of Aldermen.

We desire to memorialize the work of the great man by placing upon our city record our tribute to the sterling qualities that made him America's leading statesman.—Waltham Board of Aldermen.

The name of the late senior Senator, George Frisbie Hoar, will live in the imperishable records of the nation as an exalted character of commanding ability, attractive

personality and broad patriotism, with the names of Webster and Sumner.—National Business Men's League.

The Council of the Society realizes that in the death of Senator Hoar they have lost an officer, friend and adviser, whose place can not be filled.—Council of American Antiquarian Society.

He was one of a few young men of high character and of great ability who, under the leadership of that eminent religious teacher, Edward Everett Hale, founded the Church of the Unity, more than fifty years ago, and during all these years he has contributed unsparingly of his time, his money, his wise counsel, his great influence and the inspiration of his lofty character, to the upbuilding and maintenance of the church.—Church of the Unity."

By his death Worcester is a heavy loser. Its leader in public affairs is gone. In matters concerning the welfare of the city his advice was always sought, and his assistance frequently demanded. His interest in its institutions was intense, and with tireless effort he ever strove to upbuild and improve.—Worcester School Committee.

That in the death of United States Senator George F. Hoar of Massachusetts, the woman's suffrage cause has lost one of its most scholarly and most eloquent champions, and that his fearless advocacy of this reform throughout his long life entitles him to the undying gratitude of women.—National Woman's Suffrage Association.

Resolved, that the Massachusetts State Firemen's Association, in twenty-fifth annual convention assembled, desires to express its recognition of the long and loyal services by him rendered on behalf of Massachusetts, during his career as our senior Senator.—Massachusetts State Firemen's Association.

As members of the Grand Army of the Republic we prized his affiliation with us as an associate. In him we saw the faithful and devoted friend of our distinguished comrade, the late Gen. Charles Devens. Indeed, it was at Mr. Hoar's instigation that the first measures were taken looking to the erection here of the monument to the memory of that great soldier and jurist, and we deeply regret that it was not his and our fortune that he should live to witness its completion. To the true interests of the veteran he was ever alive, and no effort of his was spared if thereby he might add to the old soldier's comfort and progress.—Geo. H. Ward Post, G. A. R.

We have lost a faithful friend and staunch supporter, one who has always manifested his cordial interest in our affairs by appearing before committees of Congress when such matters were under discussion, using his influence to the end that our condition might be benefitted.—Worcester Post Office Clerks

George F. Hoar has been a great humanist, raising his voice of protest against all oppression and injustice, and particularly at the time of the great misfortune and massacre of the Armenians, because he did not spare his effort to bring justice to our oppressed countrymen.—Armenian Church.

Resolved, that beyond all else, Mr. Hoar's character was a priceless treasure which enriched his associates and the community in which he lived.—Directors Free Public Library.

In friendship he was loyal and constant. His life was pure, without stain, and the suggestion was never made that public or private action of his was influenced by unworthy motive.—Directors State Mutual Life Assurance Co.

The funeral took place Monday afternoon, Oct. 3, with services at the Church of the Unity on Elm Street, and the body lay in state in City Hall until nine o'clock in the evening. Business of every description was suspended during the afternoon, and upward of 75,000 persons thronged the streets during the hour of the funeral. Afterward many thousands of persons viewed the body in City Hall, the plaza being crowded with people for five hours. The memorial decorations were many and elaborate, City Hall being heavily draped in black, and flags were displayed at half mast throughout the city from the time of Senator Hoar's death until the body was laid at rest in Sleepy Hollow in Concord.

The church was almost entirely filled by delegations from the national, state and city government bodies and local organizations.

Official representatives at the funeral were: United States Senators Henry Cabot Lodge of Massachusetts, Orville H. Platt of Connecticut, Louis E. McComas of Maryland, Eugene Hale of Maine, Joseph B. Foraker of Ohio, Augustus O. Bacon of Georgia, John W. Daniel of Virginia.

Congressman John R. Thayer, Worcester; George P. Lawrence, North Adams; Frederick P. Gillett, Springfield; Charles Q. Tirrell, Natick; Butler Ames, Lowell; Augustus P. Gardner, Hamilton; Ernest W. Roberts, Chelsea; John H. Kelliher, William S. McNary and John A. Sullivan, Bos-

ton; Samuel L. Powers, Newton; William C. Greene, Fall River, and William C. Lovering, Taunton.

From out of the Commonwealth of Massachusetts were: Congressmen Adin B. Capron, Rhode Island; Chas. E. Littlefield, Maine; Frank D. Currier, New Hampshire; Nicholas Longworth, Ohio; William Sulzer, A. S. Alexander and John W. Dwight, New York; Benjamin F. Howell, New Jersey; Edward deV. Merrill, Pennsylvania; Ebenezer J. Hill, Connecticut.

Representing the State of Massachusetts: Gov. John L. Bates, Lieut. Gov. Curtis Guild, Jr.; Roland C. Nickerson, Brewster; Frederick S. Hall, Taunton; Edwin R. Hoar, Chelsea; Michael J. Sullivan, Boston; Geo. R. Jewett, Salem; Walter S. Watson, Lowell; Arthur H. Lowe, Fitchburg; Richard W. Irwin, Northampton.

Senate Committee of Massachusetts: President George R. Jones, Senators John P. Munroe and Frank M. Heath, Worcester, and H. MacInnes, Berkshire.

House Committee of Massachusetts: Speaker Louis H. Frothingham; Representatives Henry Wheeler, Concord; F. A. Parker, Springfield; H. H. Newton, Everett; Warren C. Jewett, Mark N. Skerrett, Arthur M. Taft, Worcester; Samuel W. Tyler, Clinton; Frank Sieberlich and Thomas J. Grady, Boston; and Charles S. Pierce, Milton.

Mayor Walter H. Blodget, Herbert B. Belcher, president of the Board of Aldermen; George N. White, president of the Common Council, and many others from state and city organizations.

The honorary bearers were: Senator Henry Cabot Lodge, former Gov. W. Murray Crane, Thomas Jefferson Coolidge of Boston, former United States ambassador to France; Atty. Gen. William H. Moody, William F. Draper, former United States ambassador to Italy; former Mayor Henry A. Marsh, Hon. Stephen Salisbury, Charles Francis Adams of Boston, Judge Francis C. Lowell of Boston, Col. George H. Lyman, collector of the port of Boston; Dr. G. Stanley Hall and W. E. Rice of Worcester.

The active bearers, all former secretaries of Senator Hoar, were: Charles F. Aldrich, Worcester; Atty. Gen. Herbert Parker, Lancaster; W. F. Furber, Concord; Asst. Dist. Atty. George S. Taft, Uxbridge; William E. Barrett, Boston.

The services were conducted by Rev. Dr. Edward Everett Hale and Rev. Dr. R. R. Shippen, first and second pastor of Church of the Unity. While the services were in progress favorite hymns of Senator Hoar were played on Plymouth Church chimes. After the services the body, escorted by the national and state delegations, was taken to City Hall between lines of the Massachusetts militia.

An abstract of the remarks of Rev. Dr. Edward Everett Hale is:

"I think that we who knew him in his home life feel as if no one else knew how to prize him, though a whole country is expressing admiration and tender love. * * * *

"There never was a person so simple, so natural, never a person who relied so entirely upon the realities, truth, righteousness and peace. He would say to you that the wisdom from above is first pure, then peaceable, then gentle. Yes, gentle. And it was this that made him the gentleman that he was. * * * * I don't know any man or woman to whom I should have gone with such certainty to tell me about the best English religious writers, especially of the centuries between our Puritan emigration and our own time. He would be a little apt to have one of those fathers of the eighteenth century on the table. * * * *

"A thousand people have said to me that the death blow came on Christmas eve last year when she was called away. This was true. No hour passed but he was conscious of the weight he was carrying in trying to live as he had lived. * * * * His life was always filled full of something large, unselfish, thoroughly generous, something that he expected

rubers to share with him, something which would make the world a better world. It seemed almost amusing to say that if you caught him when he were not at work for this city or for the university here, or more directly for the country, you found him standing at his desk, perhaps writing his careful translation of Thucydides.

"He had all his life sat at the feet of his very near friend and distinguished townsman, the prophet Emerson, who gave to the little town of Concord a new fame. And this inspiration made him so tolerant of the opinions of other men, tolerant of what was said, tolerant of what was done already—if only he were sure that the man was following the leading of the Holy Spirit, that a man was doing what he thought right or saying what he thought was true—that was enough for him.

"And what he gave to another he expected with good reason to have others give to him.

"But we are not here to analyze so great a character. God grant that the memories of such a man may make us unselfish, upright, courageous and true. We are here to thank the good God that such a man has lived, to ask Him to keep the memory of such a life and to teach us its lessons. He is the comforter and He is the only comforter. And we are here to ask Him to teach the lessons of life and death as no one else can teach them."

Rev. R. R. Shippen, second pastor of Church of the Unity, spoke briefly. In closing he said that one of the first things Mr. Hoar did when he came to Worcester was to seek out a church home. He selected the Church of the Unity, and formed a warm and lasting friendship with the young minister who had recently taken hold of the work, and who to-day is the venerable preacher who had come to assist the speaker in these services.

As an instance of how heroically Mr. Hoar had battled for religious freedom, Mr. Shippen cited his efforts to crush out the anti-Catholic movement that was rising among the Protestant denominations some years ago.

"His friendship for Rev. Fr. Conaty, the well-known Catholic clergyman of Worcester, was no disloyalty to his own church," said the speaker.

"He has but gone up and on, and his life work has been a rich blessing and heritage to the American people," said the preacher, who closed with a quotation from one of Senator Hoar's addresses eulogizing the character of one of his great contemporaries in the Senate.

The following day the body was taken to Concord, the funeral car being attached to the eleven o'clock train, and reached Concord at 1.25 o'clock.

Simply and unostentatiously as he had lived, in the presence of near relatives and hundreds of loving friends and admirers, the mortal remains of Senator George Frisbie Hoar were laid at rest in the family lot in Sleepy Hollow Cemetery.

Senator Hoar loved Concord, and was regarded with a feeling akin to reverence by its citizens, young and old. Services were in the First Parish Church, which Senator Hoar attended as a boy. The funeral party was met at the station by Senator Lodge, and at the services the church was crowded. The services at the church, which were brief by request of the family, were conducted by the pastor, the Rev. Loren B. Macdonald, who also officiated at the grave.

It was fitting that Senator Hoar should have been buried in Sleepy Hollow, apart from the fact that he was born in Concord. There lies the body of his wife, who died in December last. Within the last decade four members of the Hoar family, all men of fame, have died. The funeral of each was held in the First Parish Church, and all were laid side by side in Sleepy Hollow, which contains so many of Concord's eminent men and women.

INDUSTRIAL LIFE OF WORCESTER.

FOLLOWING up statements printed in the Worcester Magazine in the October number, Worcester manufacturers give evidence of increasing business. Several of the larger plants are running on full time with a large force, and in several instances more help is employed than ever before. The American Steel and Wire Plant on Grove Street has been running nights. The fact that Japan is in the market for upward of 500 lathes has kept many Worcester machinists busy and the Japanese business came in at a good time.

Mr. John J. Linehan, for a number of years director and stockholder of the Bay State Corset Co., of Springfield, is to open a corset factory in Worcester, commencing operations about the beginning of the new year. He has leased a portion of the Thomas Barrett building on Austin Street, near Main, and the name of the new concern is the Linehan Corset Co. It is expected employment will be given to 100 operatives, and contracts are already made for the machinery. Mr. Linehan will be proprietor and general manager of the company and Mr. Raymond E. Dodge will be superintendent of the factory. He has been with the Ottenheimer Bros. Co., of New Haven for several years and was formerly connected with Worcester companies. Medium priced goods will be made. Mr. Linehan has had eighteen years' experience selling corsets, and while he will have several salesmen on the road he will take personal charge of the New York and New England territory. He selected Worcester as the place for his factory on account of central location and excellent shipping facilities.

Worcester machinery figured with prominence at the St. Louis Fair, as it has at all expositions of this kind. The awards have been announced in the machinery department.

The Morgan Construction Co. was awarded a grand prize on rolling mills, flying shears and gas producers, in competition with the rolling mill plants of Pennsylvania and Ohio. The Norton Grinding Co. was given a similar trophy of merit, on its display of grinding machinery, while the Niagara Falls branch of the Norton Emery Wheel Co. has added another grand prize to its collection.

The Norton Emery Wheel Co., the Prentice Bros. Co. and the F. E. Reed Co. were the recipients of gold medals among Worcester manufacturers. The gold medals going into the county were to the Putnam Machine Co. of Fitchburg, and the L. S. Starrett Co., of Athol.

Orders have been received by the Washburn Shops of the Worcester Polytechnic Institute for the new machines being made for driving spikes into railroad ties.

One of the orders was from the Atchison, Topeka & Sante Fé Railroad, and the other from the Pittsburg, Cincinnati, Chicago and St. Louis Line. Last year two trial machines were constructed, one for the New York Central, and the other for the Pennsylvania Railroad.

The Plunger Elevator Co. has secured the contract for installing eighteen elevators—ten for passengers and eight for freight—in the department store of Henry Sigel Co., Boston. The contract price is upwards of $100,000.

The run of the plungers will be 110 feet, and the elevators will pass through the eight stories. The passenger cars are to be of a better and more elaborate type than those generally used in department store service.

The contract calls for the completion of the work early next year.

The company has received the contract for the elevators in the department store of the Sage-Allen Co. in Hartford.

The Webb Granite & Construction Co. has secured the contract for supplying the stone to be used in the construction of the First Church of the Christian

Scientist in Boston. This will, when completed, be one finest and most expensive temples of worship in the United States.

Several weeks ago the Webb concern was given the contract for supplying the granite used in the first story of the church building, and extending upward for a distance of twenty feet.

Under the second order received the Worcester company will supply all of the Tennessee marble which is to be used in the construction of the main and side entrances to the church, as well as the Bedford, Ind., limestone, which will be the principal stone used above the twenty feet of granite foundation. The order is for more than $500,000 worth of stone, and altogether there will be more than 150,000 cubic feet of stone in the building.

The Milford Pink Granite Co. has been awarded the contract for the New National Museum building at Washington, the bid being $668,300. Plans for the work have been received and work begun at the quarries on the contract. It is said that at least $300,000 worth of Milford granite will be used on the building. The work will give employment to 500 men for a year.

The Troy White Granite Co., one of the subsidiary companies of the Norcross Bros Co., has received a contract to build the $100,000 mausoleum that is to contain the body of United States Senator M. A. Hanna, which is to be erected on the burial lot of the Hanna family in Lake View Cemetery in Cleveland.

Plans for the classic tomb have been completed by Henry A. Bacon, a New York architect, and are now in the builders' hands. The structure is designed after the pure Doric architecture, in the simple and impressive Greek temple style. It will be 49 feet long, 25 feet wide and 24 feet high. Four fluted Doric columns will stand on either end, while the sides will be ornamented only with the simple Greek frieze and cornice.

The mausoleum is being erected by Senator Hanna's three sons, L. A., D. R. and C. Augustus Hanna. It will contain eighteen catacombs for the members of the Hanna family. These will be arranged around the walls of the interior. Within the centre of the structure will lie two mammoth sarcophagi of pure Norwegian marble. One will contain the body of Senator Hanna and the other will be the final resting place of Mrs. Hanna. Both sarcophagi are made from a single piece of Norwegian marble. With this exception the entire mausoleum is made of Troy white granite.

J. W. Bishop has been given the contract for building the Music Hall at the corner of George and Main Streets.

There were five bidders, four from Worcester and one from Providence. When the bids were read it was found that J. W. Bishop Company of Worcester was the lowest bidder under the revised plans, and he was awarded the contract.

An automobile school has been organized at the Y. M. C. A., it being the third of its kind in New England, the others being in Boston and Providence.

It is being engineered by A. G. Bookwalter of the Y. M. C. A., State educational director of Massachusetts, and L. W. Riggs, membership secretary of the Worcester association, in whose hands the educational work has been placed by Gen. Sec. Fred L. Willis.

The aims of the school are to teach the fundamental principles of the different types of autos, their operation, adjustment and care, to give out all the information needed about all kinds of cars, so that owners of cars, prospective owners, chauffeurs and machinists will know every part of their machines, will be able to locate trouble in the machinery and repair it.

A number of Worcester business men who own automobiles or are prospective purchasers are included in the member ship list.

FROM SCHOOL AND COLLEGE.

AT the close of the first month of the public schools the registration numbers 19,093, which is several hundred short of the number of a year ago, which is due partly to the opening of the parochial schools and the condition of business in some sections of the city. The evening schools, which opened early in October, are affected by the business conditions so far as the grade schools are concerned, but the registration in the Evening High School is considerably in excess of that of a year ago. October 15, the registration in the Evening High School was about 700 and in the grade schools 812, which, added to the 150 in the drawing and cooking schools, makes the total registration in evening schools 1662. The comparatively small registration in the evening grade schools is due entirely to business conditions. The registration of Worcester people in the grade schools is larger, but with the beginners, who know nothing of the English language, it is much smaller, there being nothing in the business line to call them to Worcester, the iron-working industry having been exceptionally dull during the early fall, the time when this registration is made. As an illustration of this point it is shown that in the Belmont Street school there were registered last year within the first month about 150 Swedes, while this year it does not exceed 25, and the total registration in this school is 100 less than last year. Although this same percentage of beginners failing to register is not carried out throughout the city, it does show in both the north and south ends of the city that the Swedish registration is light, entirely due to depression in industrial conditions.

Of the registration in the public schools there are 600 in the Classical High School, 864 in the English High and 573 in the South High, a little more than 10 per cent of the total attendance in all the schools. While the total number is considerably in advance of the average attendance during the past five years, it is a few hundred less than last year. It is expected that the registration will increase after the holiday season, this having been the custom for many years. The enrollment figures show that the largest school in Worcester in the number of its pupils is the Quinsigamond with 864, Millbury Street ranking second with 840, and Grafton Street third with 804. The North Worcester school with its 16 pupils is the smallest maintained by the city, and the North Pond school comes second with 24.

A feature of the school program within the last month was the exercises in commemoration of Senator George F. Hoar, Friday, Oct. 14. At the Classical High School Chairman Charles R. Johnson of the School Committee and Rev. Dr. V. E. Tomlinson were the speakers. At the English High School Principal Joseph Jackson and Rev. Dr. Samuel M. Dick spoke on the life of Senator Hoar and at the South High School Rev. Dr. Frank Crane was the speaker. The program as carried out in all the schools was as outlined by the supervising principals.

Clark University and Clark College have the year's work well formulated and there is a liberal attendance at both institutions. The college classes have organized and the various societies connected with the school have their work well in hand.

In the University there has been prepared a course of lectures for teachers and others who wish to pursue special work. These lectures are on educational topics of general interest.

The lectures are to be by Dr. W. H. Burnham of the department of pedagogy; Dr. G. Stanley Hall, president of the University, and Hon. Carroll D. Wright, president of the collegiate department.

The lectures by Dr. Burnham will be upon "Hygiene of Instruction," a subject considered of special value to teachers and school officers. It will treat of all the difficulties to be met in the arrangement of school buildings,

and will offer methods of meeting them in the most modern way.

President Carroll D. Wright's lectures come in the course on social economics. They include twelve on statistics, the general line of economics, involving a discussion of present-day problems. The aim is to teach the principles, theory and practice of the statistical method, illustrating its use and abuse in presenting data relating to population, production, commerce, wages, prices and crime.

Dr. Hall's lectures will be devoted to the history of education, beginning with antiquity, down to the present time. The educational ideas and practices of the Chinese, Hebrews, Babylonians, Indians and Egyptians will be first briefly considered, followed by an account of the educational theories and practices of the ancient Greeks and Romans.

The story of the development of education in the middle ages, beginning with the cloister and the cathedral schools, will next be taken up, and the history of various topics, grades and methods of administration down to the present will be surveyed.

The total registration of the Worcester Polytechnic Institute up to Oct. 20 shows an increase of nearly 20 per cent over the corresponding figures for last year. The revised list of students in the freshman class gives a total of 134, an increase of twenty over the size of the freshman class last year. The number of students from foreign contries is greater this year than ever before; of this number five are from Australia, two having entered the junior class of the Institute this fall from two of the different universities in Australia.

There has recently been constructed in the electrical laboratories of the Institute a 200-kilowatt 300,000-volt transformer, which was immediately upon installation accepted by the purchaser, the Locke Insulator Mfg. Co. of Victor, N. Y. As this transformer was designed along lines which will permit of its operation at considerably more than its rated voltage and power output, it undoubtedly is much the largest transformer ever built for very high potentials. Two transformers for somewhat similar capacity to deliver secondary potentials of 200,000 volts, are now under construction in the electrical engineering laboratories. On one of these transformers work is being rushed as rapidly as possible in order to get it in readiness for some testing work which it is planned to begin in October.

Members of the senior class in mechanical engineering have started on the new shop course, which is to include work in routing or instruction cards, a study of proper speed, feeds, etc., for the various pieces which are regularly turned out in the Washburn Shops.

The foundry has been running at full capacity during summer and still has a number of outside orders unfilled. The students will thus have a better opportunity than ever before to study foundry practice, on account of the added variety of the work.

Mr. Ellery B. Paine, a graduate of the Institute of the class of '97, and a graduate student in the electrical engineering department in 1898, has recently been appointed to the chair of electrical engineering and physics in the North Carolina State College.

Mr. C. R. Lingley, class of 1900, who has been instructor in German and English at the Institute for the past two years, has entered Columbia University. He will take a graduate course in history and political science.

Albert A. Gordon, Jr., a graduate of the class of '86, has recently been granted patents for a shuttle box motion for looms. This patent has been assigned to the Crompton Knowles Co., with which Mr. Gordon has for some time been connected. A patent has also been granted to Hermann Klingele, of the class of '82, for a shed-forming mechanism for looms.

George F. Read, Jr., of last year's class, who has during the past summer been at St. Louis in charge of the Institute exhibit, has accepted an offer from the Consolidated Cross Tie Co. of New York, and will begin work with them immediately after the close of the Exposition.

Professor Harold B. Smith was invited last summer to present a paper before the International Electrical Con-

gress which held its sessions at St. Louis. During the sessions of the Congress Professor Smith read a paper on "Notes and Experiments with Transformers for their High Potentials." This paper embodied some of the results which he has obtained in the long series of experiments which he has conducted on high potential work, and will constitute the first of a series of papers which he has in preparation on this subject. The paper recently read was limited to an account of the development of high potential transformers. Succeeding papers will take up various pieces of experimental and research work, involving high potentials, which are being carried out in the laboratories of the Institute.

Among the names of those to whom recent patents have been granted at the U. S. Patent Office are Victor E. Edwards, '83, for a rolling mill, assigned to the Morgan Construction Co. of Worcester, and A. D. Lunt, '91, for a rectifier of periodic currents, assigned to the General Electric Co.

Alvah H. Warren, a graduate of the class of '95, who has for several years held the position of superintendent of the Houghton County, Mich., Street Railway Co., has just received the appointment as manager of the Plymouth & Brockton Street Railway, with headquarters at Brockton.

The electrical engineering department has just received a gift which will be of considerable value to it in illustrative work in connection with lectures on the construction of storage batteries. This gift consists of apparatus which is now on exhibition at the St. Louis Exposition, and for it the department is indebted to its manufacturers, the Electrical Storage Battery Co. of Philadelphia.

Patents have recently been granted to graduates of the Institute as follows: George I. Rockwood, '88, apparatus for maintaining water line in steam boilers; E. W. Davenport, '94, tilting reed mechanism for looms. This invention is assigned to the Crompton-Knowles Loom Co.

In addition to the usual number of domestic orders received at the Washburn Shops during the past month for machinery of various kinds, orders have been booked for foreign shipment from England, Germany, Italy, France and Australia, Denmark and the Philippines.

The enrollment at Worcester Academy is upward of twenty-five more than in 1903 at the fall term, it being the largest in the history of the school. It is believed the academy is entering upon the most successful year of its history.

D. B. McMillan, instructor in gymnastics last year, who accepted a position with the nautical preparatory schoolship, resigning his position at the academy last spring, has been re-elected to the faculty of the academy and has accepted the position. This keeps up the policy of Worcester Academy to have a new instructor for each added fifteen pupils. At present there is an instructor or professor for each 14½ students.

Mr. McMillan was popular with the student body last year and the students are pleased to have him returned to the faculty.

Holy Cross is still increasing its register. There were, Oct. 15, 327 students boarding and lodging at the college. To appreciate the extent of this increase, it must be remembered that never before last year had the number reached 300, and last year's maximum was 307. Besides these there are 65 day-scholars attending the institution. Most of these live in Worcester, the others hail from Millbury, Whitinsville, Charlton, Warren, Spencer, North Brookfield, Cherry Valley, Cordaville and Rochdale, and make the journey from their homes to the college every day. The most distant places represented on the register of students are Jamaica, W. I.; Pinar del Rio, Cuba; Campeche, Mex., and Seattle, Wash.

On Saturday, October 8th, the report of the first month's work was read in Fenwick Hall, and on the afternoon of that day three members of the football squad were dropped on account of deficiency in class standing.

Preparations are in progress for "Holy Cross night," Oct. 21, when several of the alumni will address the students in Fenwick Hall, and the intervals will be filled in with music and songs by the students' orchestra and glee club.

The prospects for a good orchestra and glee club are better this year than ever before. The Camera Club has also been reorganized. The Dramatic Club has elected new officers for the year, and selected a play which they will soon present to their friends. The two debating societies have been holding weekly sessions since the first week after the opening of the college.

Out of respect for the memory of the late Senator George Frisbie Hoar classes at Holy Cross were discontinued at 11.45 Oct. 3, and the entire student body assembled in Fenwick Hall to take some action on the Senator's death. The Rev. Thomas Murphy, S. J., presided at the meeting. Father Murphy informed the students that Father Hanselman, president of the faculty, would represent the college at the funeral. He then spoke on Senator Hoar's life, and what an influence he had been at home and in the Senate.

Father Murphy closed his address by calling for some action. The first speaker to be recognized by the chairman was Francis McSherry, '05, president of the senior class, and one of the editors of the Holy Cross Purple, who, after a neatly worded speech, presented the following resolutions:

"Whereas, we, the students of Holy Cross College, have heard with profound sorrow of the death of the senior Senator from Massachusetts, the Hon. George Frisbie Hoar: be it

"Resolved, That we consider this loss as our own in a very special sense. Not only as Americans and as residents of the Commonwealth of Massachusetts, and of the city of Worcester, but particularly as Roman Catholics and as students of this college, have we lost a sincere and faithful friend and a model worthy of a student's emulation. When Catholic interests needed a fearless supporter, and when educational novelties threatened to depreciate the value of the time-tried methods which Holy Cross has ever advocated, Senator Hoar was always on our side. And be it further

"Resolved, That we express our sympathy to the relatives of the deceased Senator by presenting them with a copy of these resolutions and that our action be recorded by publication in the columns of the Holy Cross Purple."

The next speaker was James Quinn, '06, president of the junior class, who seconded the resolutions. They then were submitted to the approval of the entire student body, and being unanimously accepted, were directed to be forwarded at once to the Senator's relatives.

Dr. Franz Kuyper, royal inspector of schools for the city of Dusseldorf, Prussia, was a visitor at the State Normal School two weeks ago and expressed his pleasure at the American idea of conducting such schools.

Dr. Kuyper came to America to attend the international congress of arts and sciences which met in St. Louis in September. He was directed by his government to make a thorough investigation of the schools of America, paying special attention to normal school work, and he has been visiting many of the schools of the United States.

An advisory committee has been named for the Y. M. C. A. evening trades school that will this year be one of the outstanding features of association work.

The names are Milton P. Higgins, president of the Norton Emery Wheel Co. and of the Plunger Elevator Co.; Clinton S. Marshall, general manager of the American Steel & Wire Co.; James Logan, general manager of the United States Envelope Co.; Homer P. Lewis, superintendent of public schools, and Edward M. Woodward, treasurer of the Woodward & Powell Planer Co., and who is also president of the Worcester County Mechanics Association.

The school is to open Nov. 16, and will be run two nights per week throughout the winter. The studies are to be machine designing and various lines of practical drafting, all of which will be under the special direction of Albert J. Jameson, chief draftsman of the American Steel & Wire Co.'s south works.

WORCESTER BOARD OF TRADE.

BANK BUILDING, 11 FOSTER STREET.

OPEN 7.30 A.M. TO 6 P.M. PRESIDENT'S HOURS: 1 TO 2 P.M. MONDAYS, TUESDAYS, WEDNESDAYS AND FRIDAYS.

PRESIDENT, HARRY W. GODDARD. VICE-PRESIDENT, PAUL B. MORGAN.
TREASURER, H. WARD BATES. SECRETARY, HERBERT M. SAWYER.

Directors.

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JAMES E. ORR,	RUFUS B. DODGE,	CHARLES L. ALLEN,	WM. H. COUGHLIN,
WILLIAM W. JOHNSON,	PAUL B. MORGAN,	EDGAR REED,	GEO. B. BUCKINGHAM,
GEO. C. WHITNEY,	ALFRED THOMAS,	JOHN A. SHERMAN,	J. E. PATTEN,
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Hon. Alfred S. Pinkerton has returned from California, where he attended the 80th session of the Sovereign Grand Lodges, I. O. O. F. A striking paragraph from an interview he gave to the newspapers is of interest to Board of Trade members. It is:

"While we noticed many things worthy of imitating in the trip across the Canadian continent as far as Vancouver, B. C., returning on the American side from Seattle, Wash., and San Francisco by way of Buffalo,that which could be copied with profit in Worcester is the loyalty of the people to their respective towns and the ways in which they boom them through their chambers of commerce, through literature and the exhibitions of fruits and vegetables, as well as the other products of farm and shop."

A special meeting of the Board of Directors of the Board of Trade was held on the afternoon of Sept. 30, there being a large representation. The meeting was called to take action on the death of Senator George F. Hoar, and resolutions were adopted, being presented by a committee consisting of George F. Booth, Rufus B. Dodge, President H. W. Goddard, Vice-president Paul B. Morgan and Secretary H. M. Sawyer. They are as follows:

"In the death of George Frisbie Hoar, Worcester has lost her most beloved citizen, the State her most distinguished son and the nation one of her wisest counselors.

"To the people of Worcester his death is a personal loss.

"He was a part of the life of Worcester and had by his wise counsel and earnest interest in the welfare of her industries contributed much to her prosperity and growth. His character was without reproach and his life is an example for emulation for all people. His work was of the highest merit and time will accord him permanently the high place which he now holds in his country's history.

"The Worcester Board of Trade as a representative of the business and professional life of Worcester pays this tribute to his memory."

The Board was represented at the funeral by President H. W. Goddard, Vice-president Paul B. Morgan and Mr. George F. Booth.

At the regular meeting of the Board Oct. 13, the election of a delegate to the State Board of Trade, to fill the vacancy caused by the expiration of the term of Rufus B. Fowler and the election of a director to succeed Mr. R. James Tatman, deceased, was postponed until the next meeting. Several communications in relation to industrial plants desiring locations or financial aid were presented and referred to sub-committees. A communication was received from the Hamblin & Russell Manufacturing Co. and Julian F. Bigelow relative to the uniform bill of lading. This is a bill which the railroads have agreed upon and with which considerable fault is found by large shippers. The opposition is being pushed by Hibbard, Bartlett & Spencer of Chicago, a large hardware concern which is enlisting the support of boards of trade and chambers of commerce throughout the country to bring about more liberal conditions from the railroads.

Mayor Walter H. Blodget and Mr. George C. Whitney represented the Worcester Board of Trade at the annual meeting of the State Board of Trade at Hotel Vendome, Boston, Tuesday, Oct. 18. Mr. Whitney represented Mr. Fowler as delegate, the latter being unable to attend. There were ninety-four at the meeting, which was particularly interesting. Mayor Blodget was elected Vice-president of the State Board and gave a brief talk. There were two organizations admitted to membership, one being the Massachusetts Pharmaceuti-

Club and the other a board of trade at one of the smaller towns of the State. There was a special discussion on "Insurance."

The Worcester Merchants' Association, which was organized in the spring by several members of Worcester Board of Trade, had its annual meeting on the night of Tuesday, Oct. 11, in Board of Trade Hall. The report of President C. H. Pinkham, showing the good work done by the association, was read and approved. The report of the Advertising Committee was approved. This committee has carefully investigated the subject of advertising, and several radical measures were adopted.

Following the meeting there was a smoke-talk by Hon. J. H. Walker on "Co-operation of Merchants." It was thoroughly interesting, and some sound practical advice was given the business men of Worcester. Here are some of Mr. Walker's aphorisms:

"It is utterly impossible for any one man to get an unfair advantage over another man and not be caught in the long run.

"Every merchant is the servant of and serves the man of whom he buys as well as of those he sells.

"It behooves every merchant to have a strong hold upon the man of whom he buys and to whom he sells.

"Thousands can aid the merchant, while one can do harm.

"No man can carry two faces; he has not the self-control; he can't be honest with one and dishonest with another. Any one undertaking it will have the contempt of everybody.

"Every man has to conquer everything in this world.

"I want to tell you there is no set of economic rules for success equal to the Bible.

"The Bible tells its truth in the language of its day, and, judged by the language of today, it is most unreliable, but it takes the language of its day to enforce its truths.

"I would not buy of a business rascal if I could get the goods at half price, nor would I sell to one, if I could get three prices; he'll beat you in the end.

"Never have two prices under any circumstances.

"Never sell anything for less than you pay for it.

"Be careful how you make the rule too straight.

"Mind your business in your own way."

The Board of Trade Glee Club has organized for the year, and weekly rehearsals are had in Board of Trade Hall Monday nights. The officers are: President, A. W. Parmelee; Vice-president and Critic, M. C. Snyder; Secretary and Treasurer, W. C. Goodwin; Director, George N. Morse; accompanist, Elliott A. Santon.

The club has a busy season before it, several engagements having been booked. Its first engagement is the Board of Trade banquet Dec. 3.

The club will appear in the Y. M. C. A. course in Mechanics Hall Jan. 12, with the assistance of forty female voices, when the initial production of Mr. Geo. N. Morse's cantata, "The Pillar of Fire," will be given. The club will give two concerts for itself in Mechanics Hall, has one engagement at Milford and another practically assured at Fitchburg.

The club is to take up rehearsals of "Hymn to Eros," written by Herr Struber of the Boston Symphony Orchestra, and he will come to Worcester to direct the production when it is given later in the season in Mechanics hall.

Mr. Lucius E. Eldred, for many years engaged in the insurance business in Worcester, and a member of Worcester Board of Trade, died suddenly at his home on Lake Street, on the night of Oct. 7. He appeared in good health early in the evening, and acute indigestion was the cause of death. His age was 58 years and 11 months. He was born in Fairhaven and was the son of Edwin and Elizabeth J. Eldred. He had been in the insurance business in Worcester for thirty or thirty-five years, being with his father up to the elder Eldred's death, several years ago. He leaves a wife only.

The funeral took place the following Monday at 2 o'clock, services being conducted by Rev. Dr. Frank Crane, with singing by Schumann quartet. The directors of the Worcester Protective Department and the Worcester Board of Fire Underwriters attended the services in a body. The directors of the Worcester Protective Department in a special meeting drew up a set of resolutions on Mr. Eldred's death. The memorial states that Mr. Eldred served twenty-three years on the board. The memorial was spread on the minutes of the department. The insurance business has been sold to Mr. Charles E. Grant.

Mr. Harlan P. Duncan, president of the Duncan & Goodell Co., dealers in hardware, 404 Main Street, recently observed the 50th anniversary of his entry into business in Worcester. For half a century he has watched the growth of the city and witnessed the growth of his own business to his satisfaction. Mr. Duncan came from Brookfield to Worcester October 1, 1854, to work for C. Foster & Co. The concern was located on Main Street, near Pleasant. In 1855 the business was moved into the new building corner Main and Pearl Streets, where Mr. Duncan has since been located, so he claims to be one of the three men on Main Street who has been doing business in the same headquarters for half a century. The others are Mr. Otis E. Putnam, of Barnard, Sumner & Putnam Co., and Mr. D. H. Eames, of the D. H. Eames Co.

The building in which Mr. Duncan is located is the first in New England with an ornamental iron front and was designed by Elbridge Boyden, the architect of Mechanics Hall. The concern was the last of the mercantile companies in Massachusetts to become incorporated. The first sale made by the concern was two pounds of eight-penny nails, it being on the morning of October 1, 1854. The original firm was C. Foster & Co., and Mr. Duncan and Mr. John B. Goodell bought an interest in the business in 1866. The firm was incorporated as the Duncan & Goodell Co. July 19, 1887. The present members of the corporation are H. P. Duncan, John B. Goodell, S. Foster H. Goodwin, B. M. Scott and H. W. Chamberlain.

THE WORCESTER MAGAZINE

Vol. VII. DECEMBER—1904 No. 12.

Magazine and Municipal Comment.
Congressman-elect Rockwood Hoar.
From Statistician's Note Book.
Country's Welcome to Strangers.
School and College Happenings.
Board of Trade News.

DEVOTED TO

Good Citizenship and Municipal Development

PUBLISHED MONTHLY BY THE BOARD OF TRADE
WORCESTER, MASSACHUSETTS,
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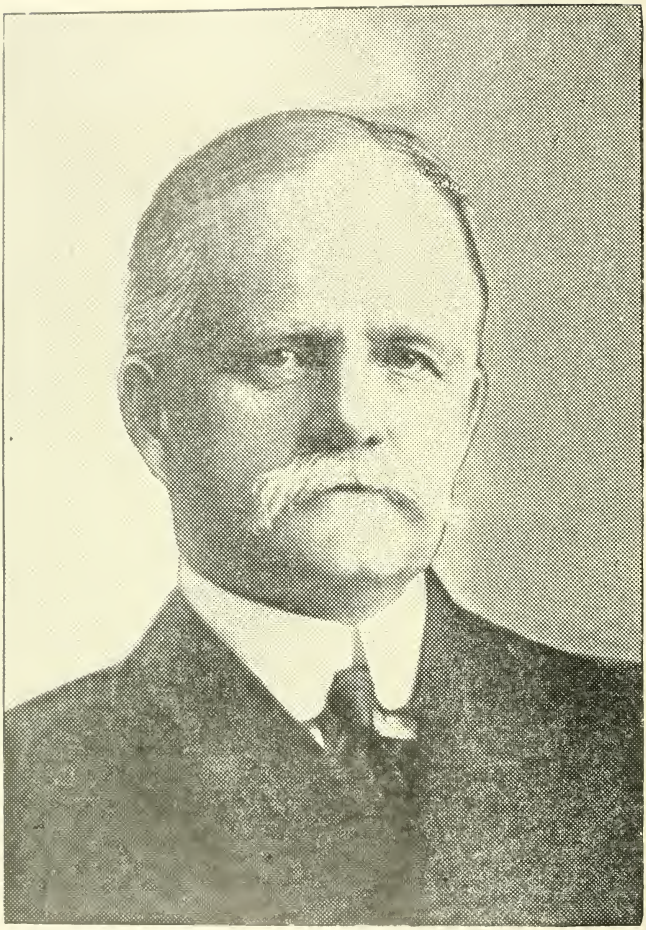

CONGRESSMAN-ELECT ROCKWOOD HOAR.

The Worcester Magazine.

Vol. VII. DECEMBER, 1904. No. 12.

This magazine is published by the Worcester Board of Trade. Its reading pages are devoted solely to municipal development, good citizenship and the business welfare of Worcester. Space in these pages is not for sale.

MAGAZINE AND MUNICIPAL COMMENT.

DECREASE IN FUNDED LOANS AND NET DEBT.

The city's financial year for 1904 has closed. The records are made. Although the city auditor's statement shows nothing beyond Nov. 1, it is definitely known that the year has been one of the most satisfactory, from a financial standpoint, Worcester has experienced in many years. The reduction in the gross funded loans of $36,000 over last year is the first reduction since 1887. At the close of 1895, the gross funded loans were $4,845,000. At the end of 1903, the gross funded loans were $10,935,500, a net increase of $6,090,500. This is about 140 per cent. increase and is partially due to the taking of the Kettle Brook water supply and installing the separating sewer system, both of these municipal improvements being made between these periods. This increase of the funded indebtedness of the city averages about $700,000 a year for the past eight years.

The fact that the loans of this year have been held down to $300,000 shows it to be less than one-half the yearly average for loans made in the eight previous years. The net city debt October 31, 1895, was $2,527,055.02, and October 31, 1904, it was $5,216,462.73. This is a large increase over 1895, but it is nearly $233,000 less than in 1900. It reached its highest point October 31, 1902, for any eleven months of a year during this period, when it was $5,476,783.60. The reduction of the net debt of last year as shown by the October figures shows it to be $147,589.07, which is the largest decrease in many years. It is not believed that the first of December will show this reduction, although it will amount to nearly, if not quite, $125,000. It was the desire of Mayor Blodget at the beginning of his term to reduce the net debt $100,000. He will certainly do this, and in all probability make the figure $125,000. The whole matter depends upon the collections and expenditures for November. Once in seven years there are fifty-three pay rolls, and this is the seventh year, so there will be an increase of $15,000 on account of this extra pay roll, or previous years.

Without going into details of the year's business at City Hall, these figures of the gross funded loans and the net indebtedness, with the reductions made this year, shows a financial record to which any mayor would be entitled to point with pride, taking upon himself the credit of careful business administration and studied economy.

HAS WORK WELL ESTABLISHED.

Carroll D. Wright, president of Clark College, who has long been the head of the Bureau of Labor Statistics now attached to the Department of Labor and Commerce, will retire from that office on December 1. The government's relation to labor is a very delicate matter, and must be handled with great tact and diplomacy. Colonel Wright has succeeded so well in this that he was retained in office by both the Cleveland administrations, although there were then, as always, a large number of professional labor men who thought this job was cut out for exactly one of their class.

Colonel Wright hopes before he leaves the office to have its work well established on three lines. He hopes to have an annual review of the range of prices, of the range of wages and of the strikes of the twelve-month, or of the industrial disturbances. The prices of commodities it has long been possible to present regularly and accurately. The range of wages which this bureau hopes to put on an equally scientific basis, with an index number, presents more difficulties.

The annual report on strikes which Colonel Wright hopes to get established, will really be an issuance at frequent and regular intervals of what now comes out at longer periods.

One of the most interesting special studies in which the bureau had in a long time been engaged, is that concerning the limitation of industrial output by reason of trades-union restrictions. Agents of the department were many months in gathering the material. Several of them visited European countries. The copy is now in the hands of the public printer, but on account of the rush of business at his office, due to the publication of speeches for the campaign reproduced from the Congressional Record, there may be some delay in bringing it out. A revision of labor laws is also at the Government Printing Office awaiting publication.

After Dec. 1, Colonel Wright will devote his attention to his duties in connection with the presidency of Clark College, and to the preparation of the Economic History of the United States, which he has undertaken for the Carnegie Institute.

WILL KEEP HIS ONE PROMISE.

In the recent elections there was a mighty shakeup in some of the States. Massachusetts furnished one of the surprises in the election of Hon. William L. Douglas of Brockton, governor. Mr. Douglas has been Mayor of Brockton, and served in the Senate and House of Representatives of the Legislature. His entire life has been devoted to one industry, the manufacture of shoes. He is a strong believer in reciprocity, and thinks business conditions of Massachusetts need investigation. He has promised to make up his mind to do something in this line, having recently made the statement:

"I have made only one promise to my constituents, and that referred to the appointment of a state commission to investigate the business needs of Massachusetts. As soon as I am inaugurated, I shall appoint such a commission, and from the results of its investigation the industrial needs of the people can be learned and steps taken to remedy existing evils."

WORCESTER'S FAME SENT ABROAD.

To the Gazette belongs the credit of giving Worcester wide fame in its recent industrial edition. It was unique and the best possible method of advertising the city. The several pages of fac-simile signatures of manufacturing and business houses were a novelty,

forming an interesting study and the information contained in the write-up was most valuable. Every feature of Worcester's remarkable progress was treated fairly and justly without giving names, and there were published statistics and information that never before had been gathered with such care and accuracy. Many new and valuable points in Worcester's growth and success were brought out in a most interesting manner. Few realize the amount of work devoted to such an enterprise, but the result represents many months of labor to secure the facts brought out.

Two years ago the Worcester Board of Trade published an Export Sheet, which advertised Worcester's industries without the use of names. This idea was original with the Board of Trade officials at the time, and the manner of treating Worcester interests in the latest industrial edition was carried out on similar lines, which gives value to the edition.

A MILLION IN MAGAZINES.

Few persons who read monthly publications realize to what extent the business man has gone into these mediums for advertising purposes. There are hundreds of monthly publications, all of which are liberally patronized from the advertising standpoint, and the most successful business houses have given up much of their advertising appropriation to magazines.

In November, the amount of paid advertising carried by thirty-one leading magazines reached 3,128 pages, or 673,000 lines. It is estimated that the average cost per line was $1.50, showing by a system of figuring that the total amount of advertising in the thirty-one magazine publications, at an average rate of $1.50 per line, netted $1,009,000 in round numbers. More than a million dollars in one month, and that month by no means the heaviest of the year. This means more than $200,000 paid out in commissions. The first ten in this list of thirty-one monthlies are McClure's, Everybody's, Review of Reviews, Harper's Monthly, Munsey's, Scribner's, Century, World's Work, Ladies' Home Journal, and Metropolitan, with Smart Set bringing up the rear. The highest advertising rate is maintained by the Ladies' Home Journal, the charge being $6 per line, which if carried out through the thirty-one publications would mean nearly $4,000,000 a month. This by no means represents all of the expenditure for magazine advertising.

This statement means that judicious advertisers select the magazine medium, as they are carefully read and preserved. Millions of readers are reached through this means.

Five per cent. of gross sales is said to be a fair and safe proportion to expend in advertising a business. Reckoning on a basis of five per cent., then the advertising of these thirty-one November magazines must return to the firms that bought the space this month, the magnificent total of $20,000,000 in sales, or nearly a quarter of a billion dollars per year. These are large figures. But they indicate nothing phenomenal, only ordinary business practice in this country of advertising.

THE "ANTI-DUMPING" CLAUSE.

The Dominion customs department has promulgated regulations giving effect to the anti-dumping clause of the tariff as already announced. When goods of a class manufactured or produced in Canada are sold at slaughter prices in the Dominion, there will be levied, in addition to the ordinary customs duty, a special duty equal to the difference between the selling price in Canada and the fair market value for home consumption in the country of export. Such special duty is not, however, to exceed one-half the ordinary customs duty.

The special duty is imposed on iron and steel prices, upon which bounties are paid. In such cases the special duty is to be the amount of difference between the selling price in Canada and the fair market value for home consumption in the country of export, but is not to exceed 15 per cent. of the fair market value. The special duty clause does not apply to articles subject to excise duty in Canada.

Invoices in duplicate must be delivered to the custom houses with the bills of entry for all imported goods. A new and more comprehensive form of certificate has been issued which requires a declaration from the exporter that the invoice contains a true statement of the price of the goods, the actual quantity, and all charges thereon. He is also required to state the market value without any discount or deduction for cash or on account of any drawback, bounty or royalty, or any special consideration whatever.

The exporter is likewise required to make the following declaration: "That no arrangement or understanding affecting the purchase price of the said goods has been or will be made or entered into between the said exporter and purchaser, or by any one in behalf of either, either by way of discount, rebate, salary, compensation, or by any manner whatsoever other than as shown in the said invoice."

NEW AND OLD CORPORATION LAWS.

The new corporation law of Massachusetts, which succeeded the fine old law under which capital stock meant dollar for dollar in assets, and which was considered the standard of excellence because of its conservative and businesslike provisions, has been in operation one year. Its advocates point with much pride to the figures showing the increase in the number of corporations organized in the State and in the amount of capital stock of the new corporations. As compared with the last year of the old law, the number of new corporations has increased from 257 to an even 1,000, while the capital stock totals $66,600,000 as compared to $11,500,000 in round numbers.

So far as figures go the increase has been phenomenal, but the figures do not begin to tell the story. A great many of the new corporations will never do business. They are like the Maine corporations, and those of other states, where the corporation laws are very lax and permit about anything to be capitalized on paper. Good-will, patents that are without market value, and services in organizing the corporation, are represented by many millions of the $66,000,000. The $11,500,000 of capital incorporated under the old law meant real estate, machinery, stock on hand, and cash. It is doubtful if the first year of the new law saw much more actual cash, or its equivalent, go into Massachusetts corporations than did the old law. And if there was a net gain it was more than offset by the loss of prestige that the Massachusetts corporation has suffered since it was put into the class with those of states that also framed their corporation laws for the cash in the fees they could get out of new companies.

There is the comforting thought that when corporation laws become so lax everywhere that the amount of capital stock means no more than the ad damnum placed in a writ by a cheap lawyer in an accident case, a reaction will surely come that will bring with it a return to the old-fashioned system of incorporating on a cash basis. Perhaps it will be a national corporation act, as exponents of that panacea believe, or it may be the individual action of various states. But whatever it may prove to be, it will be welcomed by all those business men who prefer conservative, businesslike methods in incorporating as well as in their other transactions.

CONGRESSMAN-ELECT ROCKWOOD HOAR.

ROCKWOOD HOAR of Worcester, whom the voters of this third Massachusetts district have elected as the successor of John R. Thayer in Congress, takes the oath of office next year with an initial prestige far greater than the prestige, the influence or the reputation attained by many of the men who have seen two or three terms of congressional service

There are several reasons for this. Any one of them would be sufficient to attract to Rockwood Hoar more attention than is usually shown a man taking his seat in the House of Representatives for the first time. And because of them all collectively, the Congressman-elect has become the most conspicuous figure of the new-comers to the national House.

It would be impossible for Mr. Hoar to have a better introduction or endorsement than that which comes through the fact that he is the son of the late United States Senator, George F. Hoar, one of the foremost figures in national life at the time of his death, and who was universally regarded and respected by the senators and the congressmen of both parties. The men who knew Senator Hoar are not unnaturally going to regard the Senator's son with considerably more consideration than most of the new congressmen receive at the hands of those who have served for years in the legislative work at Washington.

Incidentally it might be mentioned that never before in the history of the government has a father in the Senate been followed upon his death, by a son in the House of Representatives.

During the early years of Senator Hoar's service in Washington, his brother, E. Rockwood Hoar, represented another Congressional district in this State, and now the family name will continue prominent in legislativ matters through Rockwood Hoar, the son.

Then, too, the fact that of all the Republican congressmen elected this year over Democratic opponents, not only in Massachusetts, but throughout the country, Rockwood Hoar's vote was more closely that given to Theodore Roosevelt, than was the vote of any other congressman, stamps Mr. Hoar as a vote-getter. And the man who can draw the votes always has the right of way in Washington.

It was his vote-getting abilities and the knowledge of his personal popularity that caused Congressman John R. Thayer, who shortly rounds out his third term, to be pointed out to Washington visitors as one of the interesting figures in the National House. Everybody knew that, although himself a life-long Democrat, John R. Thayer represented for term after term a district normally and substantially Republican by several thousand majority. And it is pretty generally known down in Washington that Rockwood Hoar was about the only man in the district who would be reasonably sure of defeating Congressman Thayer.

In order to represent his constituents in Washington next year, Mr. Hoar will lay down this winter the work of district attorney that has been so efficiently prosecuted by him for several years, or since the retirement of Herbert Parker of Lancaster, his predecessor in office, and at the present time the attorney general.

Rockwood Hoar was a pretty well known man in Worcester county before accepting the district attorneyship, but it is not at all unnatural that during his term of office Mr. Hoar has made many new friends, especially in the county towns.

Throughout the county it has been repeatedly asserted that not in years has so much accommodation been shown in the district attorney's office than under the Hoar administration. The fact that Mr. Hoar had been district attorney, un-

questionably helped to swell the enormously large total he received in the county events.

First and last, Mr. Hoar has come in for no little criticism, while district attorney, because of his unswerving support of the probation system, so-called. Lawyers are generally in favor of the system, and that portion of the public that understands it takes a similar view of the situation. But the county constable who brings in a youth charged with some comparative minor misdemeanor, believes his dignity has been belittled and his influence weakened, if his capture is probated. Imprisonment for life, if not, in fact, capital punishment, would be more appropriate in the mind of the officer of rural law.

Mr. Hoar, shortly after going into office as district attorney, saw the almost absolute necessity of a probation officer for the Superior Court, and in 1900 succeeded in securing the appointment of Colonel James M. Drennan to that position. Under the probation system about 100 cases a year, or about one-third of the number that would otherwise come to trial, are taken on probation by Colonel Drennan. First offenders in all of the more serious crimes, as, for instance, the cases of boys for breaking and entering, of young men accused of embezzlement, have been taken on by Colonel Drennan. Of the 425 cases, or thereabouts, thus far probated, a very small proportion have turned out other than satisfactory in every way and it is likely that the probation system in the Superior Court will be continued.

One innovation in court procedure inaugurated by Mr. Hoar, and since adopted by many other district attorneys, has been his method of indicting for murder in the second degree, in homicide cases, where it was clear that the jury would not agree to murder in the first degree.

This method has resulted in a great saving of expense to the county, in that to try a second degree indictment does not require a special session with two judges, because the maximum sentence is only imprisonment for life. Altogether it is conceded by everybody acquainted with the criminal affairs of the county that Rockwood Hoar, as district attorney, has been an able successor to the long line of distinguished Worcester lawyers who held the office ahead of him, and under one of them, the late Colonel W. S. B. Hopkins, Mr. Hoar had served as assistant district attorney.

It is not the purpose of this article to attempt any sketch of the new congressman-elect, but merely to point out one or two things that stand out conspicuously. Mr. Hoar is essentially a home man, a believer in the home and a lover of his own. He is a member of the Worcester and the Grafton and Tatnuck Country clubs, although availing himself of membership privileges only occasionally.

His recreations are driving and golfing. He is a far more enthusiastic horseman than many of his friends know, and does considerable driving. He is fond of shooting, too, and usually makes one trip into New Hampshire each fall to hunt game, in addition to doing a good deal of shooting in the covers about Worcester. He has never taken any extended vacations, his driving, his golf and his shooting being practically his only diversions.

Mr. Hoar will not remove to Washington with his family until next fall. While in Washington he will occupy the residence his father purchased a year or so ago, and which is now furnished exactly as Senator Hoar left it when he returned to Worcester last June, fully expecting that he would go back to Washington this fall.

Walter E. Hapgood.

OUR COUNTRY'S WELCOME TO STRANGERS WITHIN HER GATES.

PILGRIMS from other lands! Our forefathers were pilgrims like yourselves from over the sea, less than three centuries ago. They came seeking for themselves and their children the privileges and blessings of civil and religious liberty on these western shores. They established and defended, with the shedding of their blood and the laying down of their lives, the institutions of government and religion which we now enjoy.

We welcome you, therefore, as our brethren, to your rightful share in this goodly heritage, which as your fellow pilgrims of other days, they have given into our possession. We do this in their name, and in the name of the God and Father of us all, who led them, as He has led you, across the trackless sea to this land, which He had held so long for our common inheritance.

You will doubtless meet many hindrances and discouragements because of the changed conditions and circumstances attending your coming among us. You may not at once find the place and sphere in life which you have held in the land you have left behind. You may have difficulty in finding at once employment with which to earn your daily bread. But be not disheartened on that account. Rest assured that you are among friends, who will help you as soon as they find you out, if you are disposed to be friendly. Do your part, therefore, in cultivating friendly relations with all worthy people. Avoid all those who are disposed to be over-friendly with you, that they may take advantage of you.

Have due respect for yourselves. Seek to be and do the best that is possible for you in your new surroundings. Preserve your own honor and integrity, let what will come.

Be mindful of all that is noblest and best in your fatherland. Remember that you have something to give from the country you have left, with all its splendid traditions,—your best and noblest self, if nothing more, to the country of your adoption. We have something to learn from you as well as you from us. Be ready to give as well as to receive.

You have come to a land of freedom. You are free to live where you choose; to seek employment in that which is best suited to your capacity; to educate your children in our public schools without cost, to frequent our public libraries, in many of which you will find books in your own native tongue, at your service.

You are free also to worship God according to the dictates of your own conscience, with none to molest or make you afraid. No bishop or priest, or minister of any kind, has either a legal or moral right to require or enforce your attendance at any particular church or your membership therein. All our churches of whatsoever name invite your attendance and cordially welcome you to all the privileges of the Lord's house.

You are free to become citizens of our republic and thus take your place and act your part with us, as equals with us, in all matters relating to government. That makes it very important, not to say necessary, that you should know what our government is; what it stands ready to do for you, and what it requires of you and how you may become citizens.

What, then, is the government of these United States?

The government of these United States of America is, as President Lincoln so finely described it, "the government of the people, for the people, by the people." It is of the people, because they created it. It is for the people, because they thereby maintain their freedom and independence for which it

is assumed. It is by the people because they are self-governing and self-governed.

The seed germ of our great republic is the famous contract voluntarily entered into by our forefathers, on board the Mayflower, before they landed at Plymouth in 1620. "In the name of God, amen! We whose names are underwritten do by these presents solemnly and mutually in the presence of God and of one another, covenant and combine ourselves together into a civil body politic, for our better ordering and preservation and furtherance of the ends aforesaid; and by virtue hereof to enact, constitute and frame such just and even laws, ordinances and acts from time to time as shall be thought most meet and convenient for the general good of the colony, unto which we promise all due submission and obedience."

The principles here stated were substantially adopted by all the colonies as they were formed. They grew into sovereign states in the practice of these principles, after their separation from the mother country by the Revolution. The thirteen original states, by their chosen representatives, framed the constitution by which the United States was formed and the nation as such was born.

The people of every state, in this Union of states, frame their own constitution, make their own laws, control their own internal affairs according to their own will and pleasure, limited only by the constitution and laws of their common country, which they have by agreement made supreme. They, together as the United States, under the constitution as at first adopted, and afterwards amended, elect its officers, make its laws, create its courts of justice, and regulate its relations and doings with other countries.

But it should ever be remembered that the state came into being by the will of the people and that the sovereignty of the people in their respective commonwealths or states is what gives, by common consent, sovereignty and supremacy to the nation. Hence the United States is a nation of freemen, in its origin, formation, purpose and administration.

How is the government conducted?

There are three branches of government, as constituted by the people in each of the several states and of the nation: executive, legislative, judicial. The people in each state, either directly or through their representatives, as they may think best, elect who shall rule over them as their governor; who shall represent them in the halls of legislation; who shall sit as judges in their courts. In the same way the people of all the states choose who shall be the president of the United States; who shall represent them in Congress to make the laws of the land; who shall sit in the supreme courts of the nation to decide whether the laws so made are in accord with the constitution.

The local governments in towns and cities in the several states are under the supervision of the government of each state, in order that they may not in any way clash with one another, and are similarly constituted and administered.

Thus the will and voice of the people is the government of the republic in all its departments, whether of nation, state or municipality.

What does the government do for those who live under it?

The government thus constituted, as would naturally be inferred, has supreme regard for each one living under it, so far as that it is consistent with the good of the whole. It protects every one in the "inalienable right to life, liberty and the pursuit of happiness," as stated in the immortal Declaration of Independence, adopted by the Colonies at the time of the Revolution. It guards his person and property with jealous care; gives him the privileges of education in its free schools; makes sacred his home by defending it with an armed force if need be; affords him the right of self-defense and protection in its

courts; guarantees to him religious liberty in its full significance. In a word, it does everything in its power for his peace, prosperity and well-being, if he be disposed to right doing. It only punishes in case he is proven by due process of law to be guilty of disobedience to its laws, which it must do for the public good.

What does the government demand in return?

The government demands of each one living under it, whether he be a citizen or not, that he shall be obedient to its laws; respect its authority in the person of its officials; give it his loyal support in time of peace; and rally to its defense in time of war; contribute of his property for its expenses by prompt payment of his just dues; abstain from all treasonable words and deeds.

Why should one who comes to this country from other lands, here to reside, become a citizen?

Because he cannot otherwise take any part in its government either by voting or holding office. Nor can he claim its protection when outside its limits. He must submit to its requirements and be taxed for its support, but he has no voice in its management. He deprives his children, whom he brings with him, of all the privileges of citizenship, until they are of an age to act for themselves in attaining it. Away from his own native land, and without citizenship in this land where he has come to reside, he is practically a man without a country.

How may citizens of other lands become citizens of the United States?

By the method of naturalization, through which one who is foreign born is adopted by the republic, and is clothed with all the rights and privileges of those who are native born citizens.

What, then, is naturalization?

Naturalization consists of certain fixed requirements of the general government, which must be obeyed by those born outside the limits of the United States, who desire to be admitted to citizenship.

What are these requirements?

If one comes to this country at or before he is eighteen years of age, and he continues to reside in the country for the following five years, he can be admitted to citizenship at the end of that time without previous declaration of intention of becoming a citizen. So may any foreign born person of the age of twenty-one or more who has been honorably discharged from the military service of the United States.

But in case one has passed his twenty-first birthday before coming to this country, his first step in seeking naturalization is to go to the proper court of the place where he lives at the time, and there declare his intention to become a citizen of the United States of America, and to renounce at once and forever, all allegiance and fidelity to any foreign prince or potentate, state or sovereignty whatever, and particularly to the country of one's birth. This is called the taking out of one's first naturalization papers. Such declaration is placed on file, and becomes a part of the record of that particular court for future reference.

The next step cannot be taken until at least two years after the first, and in some states not till after a longer period. Then one must follow his former declaration of intention to become a citizen of the United States, by a petition to the same or a similar court, on a printed form furnished for the purpose, to be admitted to citizenship. This petition must be accompanied with what are called affidavits of two witnesses, themselves citizens, who can make oath as to when they first met the petitioner, and how and where he was then residing in the United States, and that he has since resided in the United States, except for an absence justified by law, and that he has resided for a given time previous to his application in the state where he now lives; that he has conducted himself well, and that he is qualified, in the opinion of these witnesses, to become a citizen of the United States. If, after hearing before the

court, at which the witnesses who signed the application must appear and testify to word of mouth. This petition is granted, then one becomes by virtue thereof a citizen of the United States, and of the state where he resides.

What effect does one's naturalization have upon his wife and children, if a married man?

In the first place, the government of the United States regards all children born anywhere in the United States, of parents who are not even naturalized, as native born citizens. Minor children, though born out of the United States, if living in this country at the time of the naturalization of the parents, become citizens by virtue of that naturalization; but not so if they come into the country after the father has been naturalized. A woman foreign born becomes a citizen when her husband is naturalized, even if she is not of age at the time, and though she may have lived in a foreign country for years and has never been in this country until after her husband's death. A woman, by the way, has a right to be naturalized even if her husband does not become naturalized. Any woman who is now or may hereafter be married to a citizen of the United States, and who might herself be lawfully naturalized, is deemed a citizen, and minor children by a former husband, who was not naturalized, are naturalized by the same marriage. When any one who is twenty-one years of age has declared his intention, in due form, of becoming a citizen, if he shall die before becoming a citizen, his widow and children, if he have them, are considered citizens of the United States on taking the oath of allegiance.

Does admission to citizenship of itself enable one to vote?

Admission to citizenship does not of itself enable one to vote. One must in addition have his name registered as a voter. To do this he must appear before a board of registration in the town or city where he resides, and produce his paper of naturalization, and make oath that he is the identical person named therein.

If the registrars are satisfied that he has all the qualifications of a voter, they shall place his name on the list of voters. This entitles him to vote at the next succeeding election for whatever candidate for office he prefers who has been properly nominated. One may also himself become a candidate for any office, save that of President or Vice-president, who must be native born.

How should one regard citizenship thus conferred?

Citizenship, though gained at some cost of time and trouble, and with more or less delay, is yet worth all that it costs. For it makes one the equal of his fellows without distinction, in a government unlike any other on the face of the earth, "a government of the people, for the people, by the people," a government where every one, and his children after him, have the privilege and opportunity of making the most of themselves, in the way of true manhood and womanhood, if they are its loyal citizens.

One's citizenship, therefore, is a badge of honor the world over. The ballot which it puts into his hands is a sacred trust not to be bought or sold. It should be held and used with all due respect to one's own manhood; with proper regard also for the rights of one's fellow citizens, and for the honor of the republic of these United States, under whose flag of freedom one is privileged to live.

Eldridge Mix.

FROM STATISTICIAN'S NOTEBOOK.

STATISTICS are not as entertaining as they are instructive. The business man gathers considerable valuable information by a careful examination of the statistician's reports, and the economist has to have them as literary food. A series of statistics is given showing the rates of wages in Massachusetts, the statistics of manufacturers of Massachusetts, and the occupations by the twelfth census, as applied to Worcester.

The Massachusetts Bureau of Statistics of Labor has begun the work of collecting and compiling statistics of wages, which are especially interesting because the figures provided by secretaries and other officials of trades unions are used exclusively, no attempt having been made, apparently, to obtain assistance from employers of labor. The actual weekly earnings are given, the lost time having been ascertained and the proper deduction having been made from the wage rate. The result is a series of tables from which it is easy to ascertain the average wage per hour. Each class of labor has a paragraph giving the wages of the individual workmen, from which the average is obtained—that is, the number of men receiving one wage, and so on. The statistics regarding machinists, for instance, under the head of machines and machinery, were compiled from the following figures:

Machinists: 7, $6; 2, $11; 1, $11.50; 42, $12; 7, $12.50; 2, $12.60; 13, $13.28; 70, $13.50; 10, $13.75; 5, $14; 2, $14.10; 1, $14.40; 1, $14.48; 11, $14.75; 159, $15; 5, $15.12; 3, $15.50; 14, $15.60; 1, $15.93; 6, $16.23; 97, $16.50; 6, $16.80; 4, $17.10; 4, $17.45; 6, $17.70; 29, $18; 2, $18.60; 3, $19.18; 16, $19.50; 3, $20; 6, $21; 2, $21.90; 4, $25; 1, $33.43; total, 545; average per week, $15.29.

Under the same head of machines and machinery, average wages per hour of various classes of workmen follow: Foremen, 38 cents; drop forgers, 33.3 cents; die sinkers, 38.8 cents; machinists, 27.7 cents; machinists' helpers, 16.9 cents; bench hands, 22.5 cents; blacksmiths, 28.4 cents; boiler makers, 27.4 cents; boiler makers' helpers, 16.1 cents; brass moulders, 25.6 cents; iron moulders, 30 cents; moulders' helpers, 16 cents; core makers, 26.4 cents; drillers, 20 cents; filers, 24.4 cents; milling machine tenders, 19.5 cents; planer hands, 25.5 cents. The list is a long one, taking in every line of help in this and other occupations.

The statistics of manufactures of Massachusetts for 1904 is a series of comparative statements of 1904 with 1903. The statistical presentations are arranged under five sectional heads, including establishments and their management; investment, materials used in product, labor and its compensation, working time and proportion of business done, and general summary of industrial conditions. It includes all data relative to the management of 4,673 establishments, showing whether controlled by private firms, corporations, or industrial combinations, together with the number of partners and stockholders interested therein.

The comparison between 1886 and 1887, at the time that branch of the bureau was established, included returns from but 1,027 etablishments, while the present publication includes nearly 5,000. The aim has been to secure reports from representative establishments in each industry and the results may be regarded as typical of the State as a whole.

In 1893 there were 3,025 private firms, as against 3,111 in 1892, and there were 1,478 corporations as against 1,396 in 1902. These include 23 industrial combinations in 1892 and 24 in 1893. Of the total number, there were

in 1903, 7785 persons, against 4,845 in 1902, and there were 55,970 stockholders in 1903, as against 53,448 in 1902.

Under the head of "Capital Devoted to Production by Industries," there was $533,966,974 in 1903, against $520,075,772 in 1902, which is an increase of $13,891,202, or 2.67 per cent. Of stock used, there was $568,167,777 in 1903, as against $547,934,745 in 1902, which is an increase of $20,233,032, or 3.69 per cent.

In goods made, the value is $1,005,661,087 in 1903, against $960,856,825 in 1902, which is an increase of $44,804,262, or 4.66 per cent. These figures show the value of goods and the work done.

The average number of persons employed, of both sexes, was 445,790 in 1903 and 441,762 in 1902, which is an increase of 14,028, or 3.25 per cent. The greatest number employed in 1903 was 500,348, and in 1902, 483,392. The smallest number employed was 377,563, against 373,385 in 1902. The average increase was 12,778, or 11.62 per cent.

Under the head of "Wages Paid," it is shown that the total amount in 1903 was $210,070,163, and in 1902, $198,920,647, an increase in favor of 1903 of $11,149,516, or 5.61 per cent. The average yearly earnings in 1903, of these employed, was $471.23, against $460.72 in 1902, an increase of $10.51, or 2.28 per cent.

The greatest numerical increase appears for boots and shoes, in which industry an average of 5,097 more persons, or 8.26 per cent., was employed in 1903 than in 1902. Substantial increases were shown also for machines, machinery, and for metals and metallic goods. In cotton goods, paper, and worsted goods, there is shown a decrease in the average number of persons employed, the decline in cotton being undoubtedly due to the strike in the cotton mills in Lowell during March and April. In the manufacture of paper, the decline is numerical, the industry closely holding its own in 1903.

The highest average yearly earning in both 1903 and 1902 was found in liquors, $862.05 and $859.16 respectively, and the lowest average yearly earnings appear for hosiery and knit goods, and for brooms, brushes and mops.

A bulky document is the report of W. C. Hunt, chief statistician for population in the department of commerce and labor at Washington. It is a special report on the occupations at the twelfth census, and was recently received by the Board of Trade. It is an odd study in figures, yet interesting. The figures refer directly to the industrial, commercial and professional situations. The general information is given that there are 29,287,070 persons more than ten years of age engaged in gainful employment in the United States, and of this great number Massachusetts contributes 954 males, of whom 313,871 are natives, and 329,033 females, of which 87,464 are natives. Coming down to Worcester it is learned that there are given employment 49,593 persons, more than one-third the entire population. Of this number 37,264 are males, of which 11,231 are natives, and 12,329 are females, of which 3,141 are natives.

There are in Massachusetts 188 women preachers, 70,103 waitresses and servants, 350 barbers and laundresses, 17,012 women and girls are employed in the boot and shoemaking trade, and 1386 women work at the switchboards in the telephone offices.

According to the figures compiled by Mr. Hunt, the rates of wages for males, 16 years and over, for all occupations combined in Massachusetts, show slight increases for the decade, while throughout the New England states the returns of earnings are slightly more numerous, the wages of women and girls showing a decided increase. The proportion of weavers decreased from 50 per cent. in 1890 to 40 per cent. in 1900.

From 25 to 44 years of age is figured as the prime period in the life of the working classes, but the period from 21 to 54 years of age shows that the percentage of males gainfully employed was high, yet in all elements

of population from 65 years and over it is found that the percentage is largely in favor of the negro.

Worcester contributes 1582 men and boys engaged in agricultural pursuits, and of these 720 are farmers, 420 laborers, 209 are florists and overseers, and 81 are gardeners and nurserymen. There are 10 women actively engaged in agriculture.

Worcester furnishes 131 of the 114,703 lawyers in the United States, and yet people argue this profession is overcrowded. There are 91 dentists, 131 clergymen, being on equal footing with lawyers, and 74 persons are engaged in journalistic work. Competent reporters do not call themselves journalists, but Mr. Hunt has probably called a news reporter a journalist. Among other pursuits followed by Worcester residents are: Architects 190, electricians 135, civil engineers 96, national government employees 116, male musicians and teachers 84, physicians 192, male teachers 201, barbers 270, bartenders 132, janitors and sextons 220, laborers not specified 3312, laundrymen 161, nurses 87, restaurants and saloon keepers 134, policemen, firemen and roundsmen 426, agents of manufacturing concerns 557, brokers, bankers and bank officials 229, bookkeepers, clerks and stenographers 1964. There are 1450 merchants and dealers, and 184 commercial travelers. There are 79 foremen and overseers, and of hucksters and peddlers the number is 358. Summed up briefly other occupations are: messenger, errand and office boys 155, packers and shippers 207, salesmen 1405, steam railroad employees 847, street railway employees 396, bakers 212, blacksmiths 453, bleachers and dyers 147, boot and shoe makers and repairers 713, butchers 228, cabinet makers 122, carpenters 1574, carpet operatives 274, engineers and firemen 596, steel and iron workers 2064, curriers and tanners 352, machinists 3426, manufacturers and officials 741, marble and stone cutters 127, brick and stone masons 463, model and pattern-makers 117, painters 787, paper and pulp mills 100, paper-hangers 96, piano and organ workers 91, plumbers and steamfitters 337, printers, lithographers and pressmen 361, boiler-makers 85, tailors 236, textile mill operatives 348, tin plate and tinware workers 111, cigar-makers 70, tool and cutlery makers 166, upholsterers 90, wire workers 2853, woolen operatives 279.

Of women employees the following figures are given: professional duties 949, musicians and teachers 152, teachers and professors 660, domestic and personal service 4413, boarding-house keepers 155, housekeepers and stewardesses 431, laundresses 316, nurses 549, servants and waitresses 2837, bookkeepers 483, clerks and copyists 299, merchants and dealers 73, packers and shippers 84, saleswomen 648, stenographers 261, boot and shoemakers 290, paper box makers 74, carpet weavers 135, corset workers 512, cotton mill operatives 67, hosiery makers 72, dressmakers 1020, milliners 241, seamstresses 671, tailoresses 127, textile workers 468, wire workers 223, and woolen mill operatives 235.

S. M. H.

SCHOOL AND COLLEGE HAPPENINGS.

DURING the month there has been considerable discussion over vertical writing in the public schools, and the School Committee is to consider the whole proposition. The sentiment appears to be against it. It is easier to teach, but lacks individuality, is ungainly and awkward and easily forged. For business purposes it is not regarded practical. Several business institute teachers have expressed themselves on the question, the last to appear in print being Mr. E. C. A. Becker. He says:

"It seems to me that the whole question is to produce such handwriting as will be of use in business and professional life, after the pupil leaves school.

"There is, however, one thing to be considered which must ultimately have its bearing. Every person who fits for a profession, trade, or calling must naturally lay a foundation for it. In laying that foundation he does not attempt to see how quickly he can get the foundation laid, but how thoroughly it is laid. It is also so in writing. The foundation should be laid not only well, but in such manner as to bear the superstructure.

"The style now taught is merely a species of print. It is made entirely with a finger movement, and is suitable only for young children. Business, professional and literary people must have writing that is not only legible, but of sufficient speed.

"It is no harder to teach the slant writing than the vertical, and by teaching it our school board would certainly have cause to feel that they had given their pupils something that is really useful."

In common with several public schools throughout Massachusetts, the Worcester public schools have received from the St. Louis Exposition a gold medal for the excellence of its exhibit. The Worcester schools do not fail to make an excellent showing at any exposition.

AT the last meeting of Worcester Society of Antiquity, Hon. A. S. Roe delivered a paper on William H. Bartlett, principal of Chandler Street School, who died during the summer. He spoke of his twenty-eight years as principal in Worcester schools, recalling the fact that only two male principals are still living who were in service in 1876, when Mr. Bartlett began work in Worcester. They are E. I. Comins, Worcester, and Charles T. Haynes, now a resident of Townsend.

He was born in Newburyport in 1842. After graduating from the public school, he taught school during the winter of 1861 and 1862, and in 1862 enlisted in the war. After being discharged he resumed teaching, coming to Worcester in 1876. He was principal of the Dix Street School nine years, and was in the Chandler Street School sixteen years. He was Commander of Post 10, G. A. R., in 1893, and in 1898 was Commander of the state department.

THE first number of the Journal of the Polytechnic Institute appeared Nov. 14. The leading article is a reprint of the paper read by Prof. H. B. Smith at the International Electrical Congress at St. Louis, entitled "Notes on Experiments with Transformers for very High Potentials."

Leonard Day, formerly of Fitchburg, who graduated at the Institute in '02, and who has since graduation held a position as Assistant Examiner in the United States Patent Office at Washington, has been in charge of the patent office exhibit at the St. Louis Exposition during the present month.

J. W. Rogers of Barre, a graduate of the Institute of the class of '01, who has since graduation been with the General Electric Co. at Lynn, has recently accepted a position as mechanical engineer

with the Pennsylvania Railroad Company in their shops at Altoona.

A. D. Flinn, '93, for some years managing editor of the Engineering Record, has resigned to accept a position with the Aqueduct Commission of the city of New York.

Professor A. L. Smith, assistant professor of drawing and machine design at the Institute, has recently published a monograph on "Free Hand Lettering for Technical Students."

Mr. A. D. Lunt of the class of '91 has recently taken out a patent on phase transformation, which has been assigned by him to the General Electric Co.

Dr. Karl T. Fischer, professor of physics at the Munich Polytechnic Institute, Germany, was a recent visitor at the Institute. He has been deputied by the Bavarian government to make an investigation and report on the teaching of physics in the United States.

A Chemical Club to include all Worcester men interested in chemistry has been started at the Institute, the purpose of which is to review and report on the important articles that appear in the various chemical journals, and also upon any research work that is being done by any one attending the meetings. The membership of the club will consist of instructors and students connected with the chemical department at the Institute, the members of the chemical staff at Clark University and of others living in Worcester who are actively interested in chemical work.

William F. Cole of the class of '83, general manager of the Plunger Elevator Co., has taken out a patent on an interlocking device for valves. This patent has been assigned to the Plunger Elevator Co. of this city.

Mr. Clarence A. Merritt, a graduate of last year's class, has accepted a position with the American Bank Note Co. of New York City.

Mr. John C. Spence, a graduate of the class of 1903, who has since graduation been connected with the Norton Emery Wheel Co., addressed the members and guests of the Mechanical Engineering Society of the Institute, Friday evening, Nov. 4th. The subject is one of interest to all machine manufacturers, "The Reduction of Shop Costs." Mr. Spence has made a detailed study of the subject and has secured much interesting and valuable data in connection with it.

During the last summer vacation, Professor W. W. Bird, the head of the mechanical engineering department, and Mr. H. P. Fairfield, instructor in machine construction, carried on an extended series of experimental tests with twist drills made from the so-called high speed steels. These tests were made for the purpose of obtaining exact data regarding the limiting speed and feed under actual conditions, and to determine the power and pressure necessary to operate the drills when cutting metal at the various rates of speed. The results have been tabulated and curves have been plotted which bring the data into form which is compact and convenient for use. The apparatus used in making the tests was designed by the mechanical department and was built last year by the students as a part of their regular shop training.

Orders for machinery for foreign shipment at the Washburn Shops continue to come in in large numbers. During the past two or three weeks orders have been booked from Belgium, England, France and Australia, for drill grinders and for other forms of special machinery manufactured at the shops.

Prof. Theodor Beckert, director of the Royal High School for Machine Construction at Breslau, Ger., was among the recent visitors at the Institute. Dr. Beckert made an extended examination of the different departments and expressed the highest degree of satisfaction with everything he saw.

Mr. W. K. Ganong, a graduate of the electrical engineering department of the class of 1900, has recently received an appointment as instructor in electrical engineering at the University of Maine.

Mr. C. R. Harris, who has for some years occupied the position as instructor

in woodwork at the Institute has resigned in order to accept an offer from the Standard Plunger Elevator Co.

Professor H. B. Smith, the head of the electrical engineering department, has, during the past few weeks, been in communication with the various manufacturers of arc lamps in this country and in Europe, and as a result of his correspondence with them a large number of the leading manufacturers in the United States, Germany and France have agreed to contribute lamps of their most recent manufacture to a collection which is now being made by that department of the Worcester Polytechnic Institute.

Mr. Wilbur R. Tilden has been elected to the position of instructor in woodwork, which was left vacant by the resignation of Mr. C. R. Harris. Mr. Tilden has for some years occupied a responsible position with the Holyoke Machine Co. of this city.

William S. Washburn, a graduate of the class of 1882, has recently assumed the position of general manager of the Lever Suspension Brake Company, with headquarters at 60 State Street, Boston. This brake is said to be a marked improvement over any other now in use, and to obviate entirely the tendency of car wheels to become flattened through long continued use. The brakes have been in use on the Newton circuit of the Boston & Albany Railroad for some months, where they were installed for the purpose of giving them the thorough test of actual use.

Mr. Rawson and Mr. Au of the department of mechanical engineering are conducting a series of tests on the hardness of cast iron as related to its cross section and per cent. of silicon. The object of these investigations is the determination of the best mixtures for use in the foundry for different sizes of castings. The results obtained are expected to be of great value in facilitating the machine work which is to be done after the castings have been made.

President J. F. Hanselman, of Holy Cross College, represented the college at the inauguration of the new President of Boston University.

Among the recent visitors at the College was Ex-President Lehy, who is now stationed at Boston College, and President Hearn of St. Francis Xavier's College, New York.

The contract for the grandstand on the new athletic field was awarded the first week in November, and the work is now progressing. The covered grandstand will have a frontage of over 180 feet, the rear length being about 220 feet. The roof will be supported by steel columns and girders, and the rear, towards Southbridge Street, will have the appearance of a club house front, containing main entrance and ticket offices. To the north and south of this main stand will run the bleachers, about 48 feet on the north towards the river wall and about 70 feet on the south towards the upper terrace. These, like the grandstand, will be raised from concrete foundations.

The work on the new alumni hall is progressing rapidly and will be carried on throughout the winter.

The success of the football team has not been all that could have been desired, but, in view of the very hard schedule, it is considered that the men have done good work. They have scored on Harvard, Dartmouth and Amherst, and the two latter colleges have been scored against by no other colleges this season. In the game in which they made a touchdown on Harvard, the team was seriously weakened by the absence of some of the best men, who were crippled from previous injuries The basketball season opens on Dec. 14th, with M. I. T. at Worcester. The other games on the schedule are Dec. 22, Boston University, at Worcester; Jan. 13, '05, University of Pennsylvania, at Worcester; Jan. 21, Williams College at Williamstown; Jan. 28, Yale at Worcester; Feb. 4, Fordham in New York; Feb. 11, Brown at Worcester; Feb. 16, Harvard at Worcester; Feb. 21, Amherst at Worcester; Feb. 25, Trinity at

Worcester; March 1, M. I. T. at Boston; March 4, Brown at Providence; March 16, Dartmouth at Hanover.

The Dramatic Club is preparing a play to be given before Christmas. The two debating societies are working energetically and the weekly contests between seniors and juniors, in the B. J. F., and between sophomores and freshmen, in the Philomathic, are exciting considerable class emulation.

Holy Cross has been awarded a silver medal for the excellence of its work in the Massachusetts school exhibit at the St. Louis Exposition.

"The exhibits of the South Worcester college were in a booth with those of these colleges: Amherst, Williams, Boston University, Wellesley, Smith, Mt. Holyoke."

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Co-operation: The act of working or operating together to one end. Such is Webster's definition of that which, above all else, has forced Worcester to the front rank of the manufacturing cities of the country. Not only its citizens act together, but its public and quasi-public institutions and organizations should work with one end in view—that of making Worcester the peer of any manufacturing city in the country.

At the meeting of the Board of Trade directors in November, the annual banquet was discussed. The date decided upon, Dec. 3, was considered unfortunate, between Thanksgiving and Christmas, and the inability to secure Hon. W. H. Taft, Secretary of War, resulted in the whole matter being held in abeyance.

At the meeting of the directors of the Worcester Board of Trade Nov. 10, Mr. George F. Brooks was elected director to fill out the unexpired term of Mr. R. James Tatman, who died in July. Mr. Brooks is a representative Worcester business man who knows Worcester needs, and undoubtedly will be a valued member of the Board of Trade directorate.

President Harry W. Goddard was elected delegate to the State Board of Trade for three years from Oct. 1st, succeeding Mr. Rufus Bennett Fowler.

The following is from the annual report for 1904 of the Jacksonville, Fla., Board of Trade:

The spirit of the town is illustrated in the Board of Trade, an organization intended not for trading purposes, but which has been formed for the exclusive object of the general advancement of the city. The annual dues are $20, and in a town of 35,000 people it has about 400 members. After the fire it was decided to erect a handsome Board of Trade building at a cost of $50,000, and bonds for this amount were promptly taken by the members. The new building is a very attractive structure, with a main hall intended for special meetings, with a capacity for seating 500 to 600 people. Rents from portions of the building not needed for the purposes of the board pay the interest on the bonds, taxes, etc., and

leave some surplus towards the general work of the organization. The spirit of this body—live, active, energetic, always doing things for the advancement of the city—is admirably typical of the spirit of Jacksonville, from which Baltimore especially, and all other cities, could learn some valuable lessons.

Mayor Walter H. Blodget, delegate from the Worcester to the State Board of Trade, attended a meeting of the Executive Committee of the State Board at Hotel Vendome, Boston, Tuesday, Nov. 15. Officers of last year were re-elected and a Committee on International Arbitration was created, consisting of Lloyd E. Chamberlain, Edwin L. Sprague, Gorham D. Gilman, John Mason Little and Edward Atkinson. Resolutions were adopted for international arbitration. Rev. Benjamin F. Trueblood, secretary of the American Peace Society, and R. L. Bridgman were guests, both reading papers.

Mr. H. H. Hayes of Hinsdale, Ill., and Miss Mary G. Heintzelman of Worcester have organized the Corset H Company for the manufacture of a line of medium and high grade corsets, and will open a factory at 154 Front Street. It is a Massachusetts corporation with the capital stock paid in, and work will begin January 1. Mr. Hayes has for twelve years been the Chicago representative of the Royal Worcester Corset Company, and Miss Heintzelman has been designer in the Worcester factory for several years. The Company has 8000 square feet of floor space at 154 Front Street, where the two upper floors are to be converted into an ideal factory, being fitted with prism glass windows and a new system of ventilation, while electrically-driven machines will be installed in the stitching rooms.

The meeting of the National Association of Machine Tool Builders held in New York two weeks ago was attended by several representatives from Worcester industries, including Messrs. E. M. Woodward of the Woodward & Powell Planer Co.; F. E. Reed of the F. E. Reed Co., and Enoch Earle of P. Blaisdell & Co. The Association represents seventy-five per cent. of the machine tool builders of the United States, and this meeting was largely attended. The feeling among the machine builders was that business is picking up all over the country, and that the outlook is decidedly more encouraging. On the question of an advance of the price of machines and tools there was some discussion, which was brought to a definite end on a motion by Mr. E. M. Woodward of Worcester that the Executive Committee of the Association keep in touch with the advance, if any, in cost of material or labor. The feeling was there should be no advance in the price of machinery, but should there be a showing of increase in cost of material or labor, there will be a meeting of the Association called to act on the question of advance prices for finished product. It was the sentiment of the meeting that no advance will be experienced for some time. Resolutions were adopted favoring reciprocity treaties with all European countries.

Capt. Charles H. Pinkham of the Pinkham & Willis Company, and President of Worcester Merchants' Association, has been appointed deputy collector of customs for the Worcester port of entry. He was for eighteen years connected with the Boston Custom House, twelve years as an examiner in the appraisers' department, and six years as an inspector. He was appointed in 1869, and resigned in 1888, and his new appointment is made under a rule providing that a soldier who has served in the custom service may be reinstated, so in his case it is reinstatement rather than an appointment. He succeeds Capt. F. E. Goodwin, first collector of the Worcester port, who died a few weeks ago.

Captain Pinkham is a veteran of the Civil War, who won a medal of honor for bravery on a battlefield. He went to the front as a private in H Company, 57th Massachusetts Regiment, in 1863, and served with that regiment from the Battle of the Wilderness, where he received a severe wound, till the end of the war. He was promoted to be sergeant-major of the regiment, and later was commissioned a lieutenant. He was breveted captain by the President, and given a medal of honor by Congress for gallant and meritorious service at the Battle of Fort Stedman before Petersburg, when he rescued the flag of his regiment under fire of the enemy.

The Union troops had been forced back by the Confederate troops and the 57th regimental colors were left in the tent. Sergeant-major Pinkham ran back through the rebel lines and returned them to his regiment under a rain of bullets. Honorable mention in orders and the medal of honor came to him as the result of this heroic act.

Captain Pinkham is a Past Commander of Post 10, G. A. R., has served the city in the Common Council and Board of Aldermen, and is the first President of Worcester Merchants' Association. It is expected he will dispose of his stock and withdraw from the Pinkham & Willis Company. He assumed his new duties Nov. 15.

The State election Nov. 8 found several members of the Board of Trade among the winners. Rockwood Hoar was elected to Congress, succeeding Hon. John R. Thayer; Mr. William A. Lytle was elected member of the Governor's Council, with practically no opposition; Hon. John P. Munroe was returned to the State Senate for a fourth term, and Warren C. Jewett, Gilbert J. Rugg, Arthur M. Taft and Elmer C. Potter are sent to the Legislature from Wards 1, 6, 7 and 8.

The annual report of the Worcester Con-

solidated Street Railway Company for the year ending Sept. 30 shows the Company carried 27,008,275 passengers, and registered 5,103,614 miles. The gross earnings were $1,333,440.86. The Company has 142.866 miles of track.

The Washburn Shops have recently received important orders for machinery from Brussels, and a cable order from London for a dozen drill presses. Only a few months ago a similar lot of presses was shipped by the shops to the same firm. General business of the shops is brisk, and domestic orders have increased so that the shops have changed their schedule, beginning to-day, from fifty hours per week to full time.

Mr. and Mrs. Charles B. Eaton celebrated their fiftieth wedding anniversary at their home on Lagrange Street on the night of Nov. 14. There were many friends present, and congratulations were freely passed around. Half a century ago Mr. Eaton and Miss Mary C. Cheney were married in Worcester by Rev. Dr. Alonzo Hill, then pastor of the First Unitarian Church.

The Church Extension Committee of the Methodist Episcopal Church met in Worcester early in November. This committee consisted of bishops and laymen from the church throughout the country. A feature of the meeting was a reception during the week, when addresses were made. Mayor Walter H. Blodget welcomed the visitors on behalf of the city, and Hon. J. H. Walker spoke to them on the business side of Worcester as a representative of the Board of Trade.

"The Hermitage," the country estate of the late A. Swan Brown, situated in New Worcester, was sold at public auction early in November, and brought the total sum of $51,594.79. Mr. Henry Batjer of New York, father-in-law of Mr. Luther Brown, son of Mr. A. Swan Brown, purchased the homestead, including the Hermitage and 274 acres of land, for $26,998. Mr. William Hart bought several lots amounting to about $22,000. Mr. Walter R. Dame of Clinton bought three lots for $1700, and Mr. Channing Smith bought one lot for $419.

George H. Burtis, who made an exhibit of fishing tackle at the St. Louis Exposition, was awarded a gold medal for the display.

Mr. E. C. A. Becker returned from New Brunswick a short time ago, after a three weeks' hunt for big game. He brought home a bull moose and a caribou.

Gov. John L. Bates has appointed George F. Blake of Worcester trustee of Worcester Insane Hospital in place of Philip W. Moen, deceased.

With the political conditions settled the business outlook shows a decided improvement. As a basis for financial confidence and harmony in all other elements that make for prosperity, the railroads leading to New York city are experiencing a great revival of trade. The New York Herald says: "Developing when the election of President Roosevelt was a foregone conclusion, since that time it has so grown that traffic now is expected to smash all records."

To meet this new condition, all the railroads running direct to New York city have, within the past eight weeks, restored to the pay-rolls more than 20,000 men employees dropped during a period of a few months ending with June 1, last. In this list the Pennsylvania Company, which made the most sweeping reduction, has put back to work on its many systems 11,000 men; the New York Central has restored 6000 more; the Reading system, in the neighborhood of 2000, and the independent lines as many more. At every railroad headquarters in New York and Philadelphia yesterday the statement was, "Running on full time in every department," or "Will be running on full time very soon."

In addition to this the railroads, which were compelled to economize in the purchase of freight cars during the gloomy period, have all ordered new equipment.

Mr. George A. Russell has invented a horseshoe calk sharpener that is decidedly practical, being endorsed by Fire Department officials and officials of the Walker Ice Company, who have investigated its merits. Mr. Russell is superintendent of the Hamblin & Russell Mfg. Company on Water Street, and the sharpener is the only thing of its kind in the country. By its use one man can sharpen the four shoes of a horse in six or eight minutes.

While individual orders for machine tools and general machinery placed recently among large manufacturers here and in other centres continued small, the aggregate transactions reached even larger proportions than those of previous weeks. The market is also flooded with new inquiries for orders of considerable magnitude, which will probably be awarded before the end of the month.

Mr. Charles A. Dam of the State Worcester District of Inspection Department of the State police, has made an inspection of Worcester's mercantile establishments which are affected by the 58-hour law. He finds there are 2783 males and females employed in mercantile establishments, and 24,824 males and females in manufacturing plants. There are also 816 persons employed under sixteen years of age. Inspector Dam says the new law is working splendidly in this section of the State, and is being rigidly enforced.

The last Legislature made an amendment to the 58-hour labor law, making its provisions in regard to mercantile establishments applicable every month of the year. In former years the law was not in effect during December, but this year the law will

be posted, and in the power by the State police.

"Inspector Cross says: 'The employment of women and male minors under twelve years of age, in mercantile establishments, requires the employer to post in a conspicuous place in every room where such persons are employed, a printed notice stating the time of beginning and stopping work for each day of the week, also the time allowed for the meals, and none such can be employed before or after the time stated, nor during the time stated for meals, nor to exceed 58 hours in any one week. In fact, it is a day notice as stated, not to exceed 58 hours per week.

"In the workshops of mercantile establishments, and of millinery shops, the form of notice to be posted is the form used in factories, and those employed therein come under the same provisions as regards the hours of labor of women and male minors under eighteen years. This form of notice does not allow an excess of ten hours per day, only for the sole purpose of making a shorter day's work for one day in the week, which would require that every day's time on the notice would be the same, except on one day of the week, and that the short day, if the hours do not exceed ten in any one day, the hours can be arranged to cover the full 58 hours per week as the employer desires.

"The bookkeepers and cashiers of mercantile establishments and offices do not come under the provisions of the 58-hour law for women and male minors under eighteen years.

"Under either the manufacturing or mercantile law, the employers of labor can arrange that part of their help can come in at a different time in the day, but the notices must show who work the time and hours stated in the notices."

The James Brown Machine Company of Pawtucket, R. I., has recently been sustained by the Circuit Court of the United States in the manufacture of the Brown high-speed spindle, which was enjoined two years ago by the Sawyer Spindle Company, of which the Draper Company, Hopedale, Mass., is the chief interest. The court holds that the Brown spindle is not an infringement on the patent issued to one Sherman, here and in England, which the Sawyer Spindle Company control.

The Lowell Textile School was awarded a gold medal at the St. Louis Exposition for the excellence of its work in the Massachusetts exhibit.

The Lancaster Mills in Clinton, makers of cotton goods, which resumed on short time Nov. 1, after running but half the plant all summer, has resumed full time in all departments. The mills employ 2000 hands.

The National Board of Fire Underwriters of the United States has sent three experts to Worcester to work on insurance statistics under the supervision of Mr. E. L. Walker, W. P. I., '07. The work consists of making a thorough examination of the important buildings in Worcester, the fire risks and the conditions governing the ability of the Fire Department to fight fires. This will entail an examination of the water service, and a test of the fire hydrants, special apparatus having been brought from Providence for the purpose.

Mr. Walker says the Worcester Fire Department will also be inspected and the engines will be subjected to rigid tests. It is also purposed to inspect the congested districts in Worcester. All the information gathered by the crew, which is one of the twenty operating in this country, will be compiled by experts at New York and afterward incorporated in a book issued for the benefit of insurance companies and fire departments.

Mr. F. G. Estes of Newton is doing the mill inspection. He does this work in the United States, Canada and Mexico. It requires five years to make a round trip.

The Worcester Magazine

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Published Monthly by the Worcester Board of Trade, 11 Foster Street, Worcester, Mass. Committee on Publication, Rufus B. Fowler, G. Stanley Hall, Irving E. Comins, Milton P. Higgins, George W. Mackintire. Terms: $1.00 a year; single copies ten cents. For sale by newsdealers. Entered at the Post Office, Worcester, Mass., as second-class matter, May 10, 1901.

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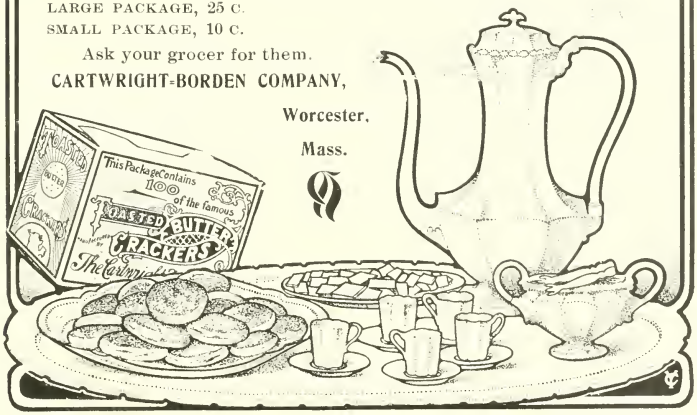

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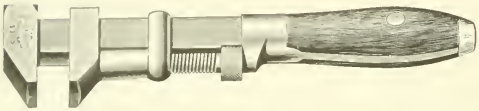

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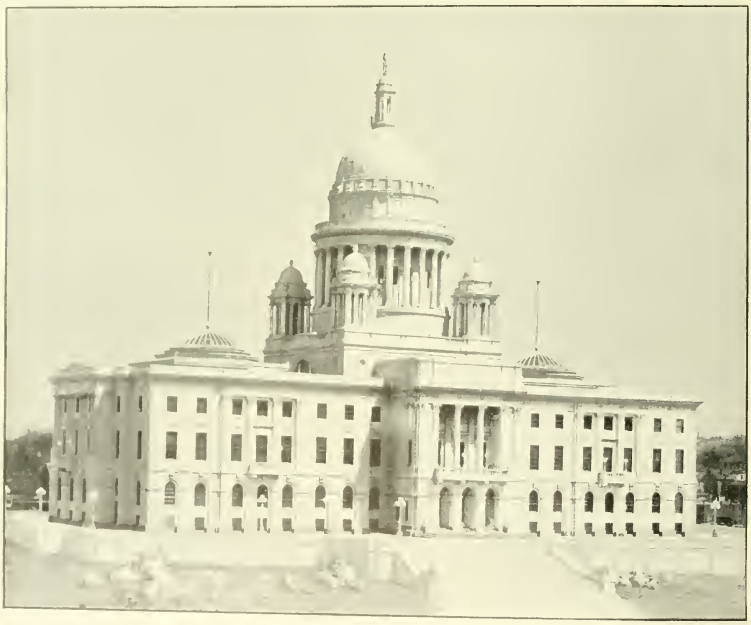

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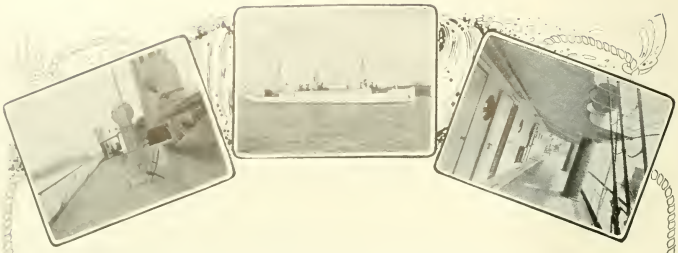

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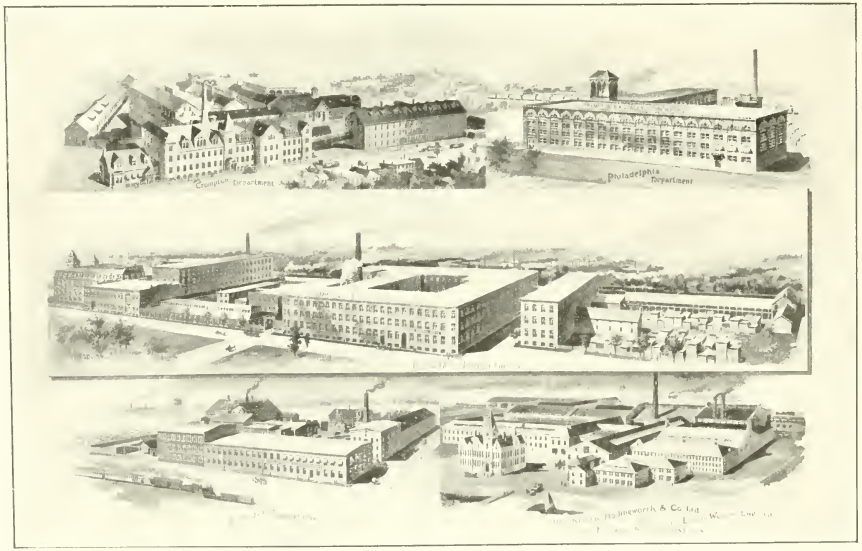

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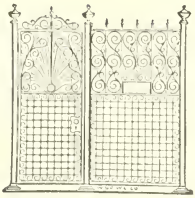

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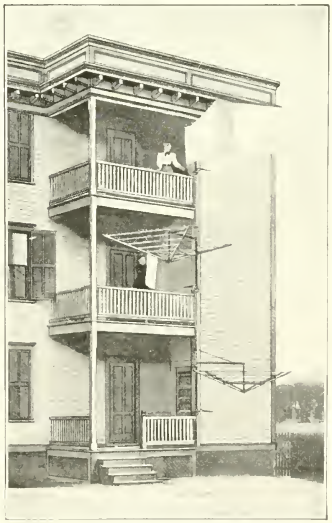

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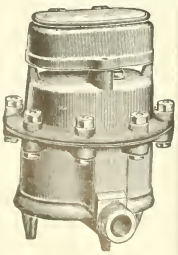

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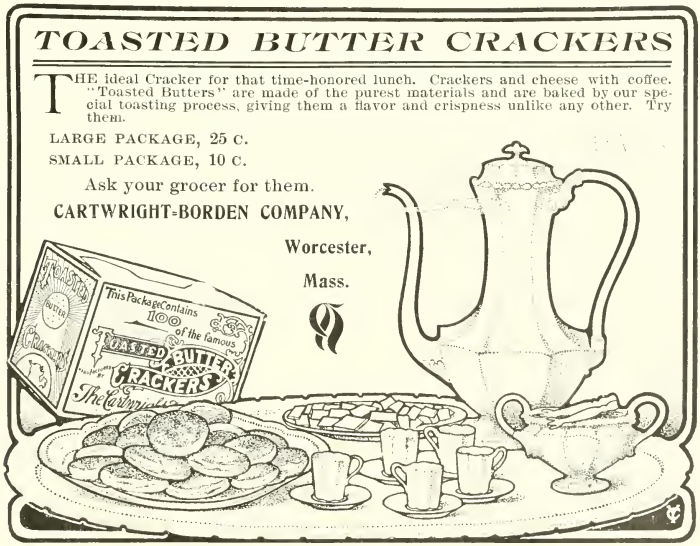
Published Monthly by the Board of Trade, 11 Foster Street, Worcester, Mass. Committee on Publication, Rufus B. Fowler, G. Stanley Hall, Irving E. Comins, Milton P. Higgins, George W. Mackintire. 11 Foster Street, Worcester, Mass. Terms: $1.00 a year; single copies ten cents. For sale by newsdealers. Entered at the Post Office, Worcester, Mass., as second-class matter, May 10, 1901.



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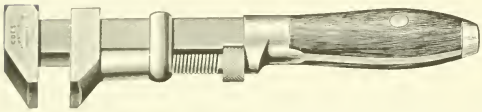

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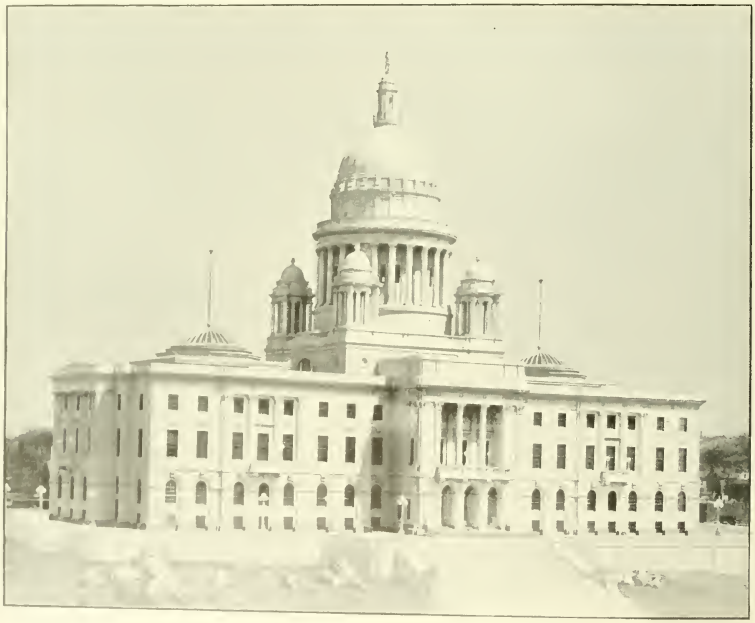

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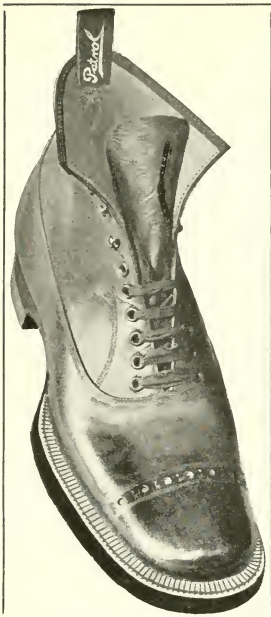

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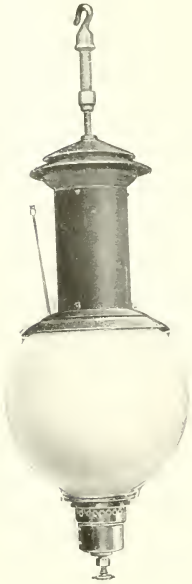

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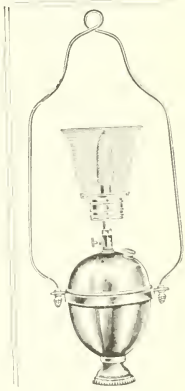

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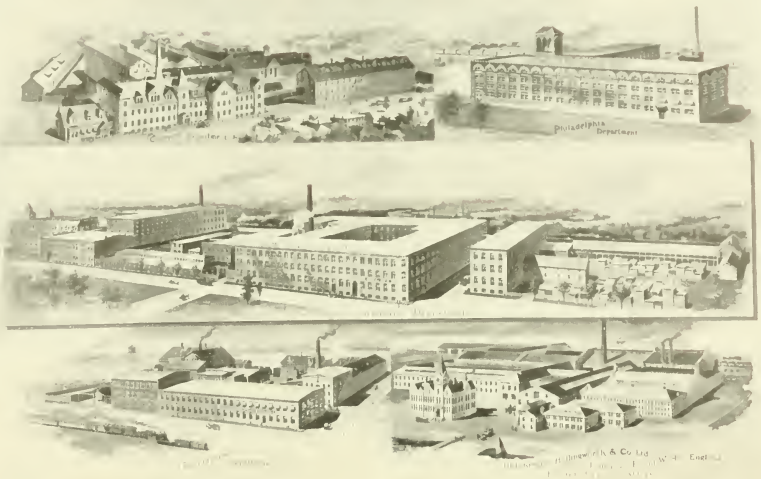

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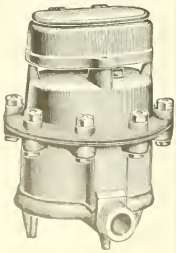

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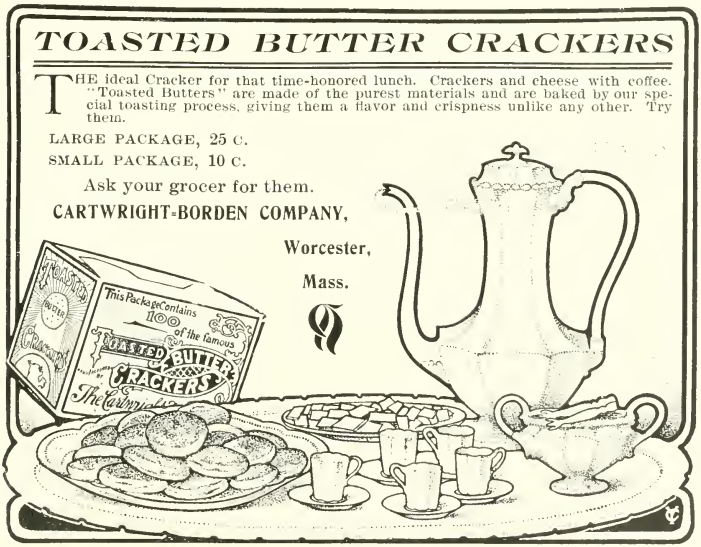
Published monthly by the Worcester Board of Trade, 11 Foster Street, Worcester, Mass. Committee on Publication, Rufus B. Fowler, G. Stanley Hall, Irving E. Comins, Milton P. Higgins, George W. Mackintire. Terms: $1.00 a year; single copies, 10 cents. For sale by newsdealers. Entered at the Post Office, Worcester, Mass., as second-class matter, May 10, 1901.



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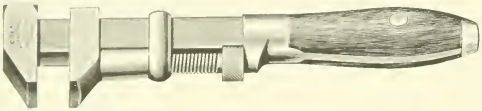

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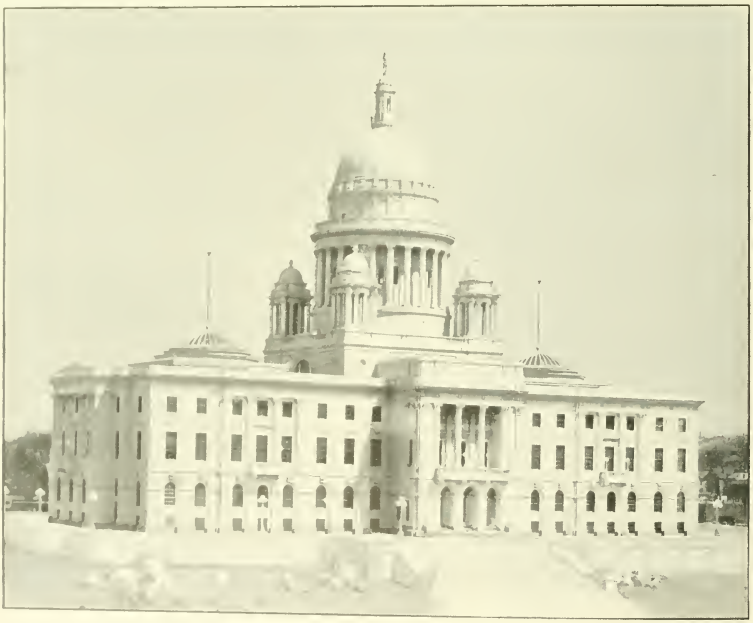

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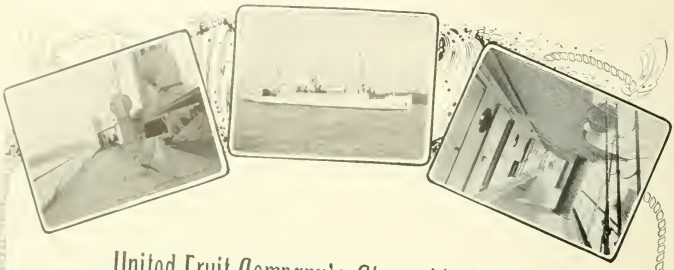

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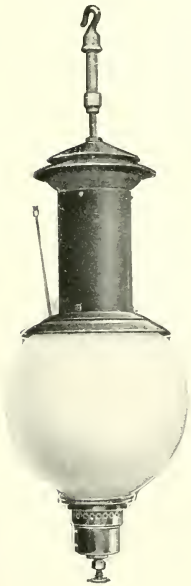

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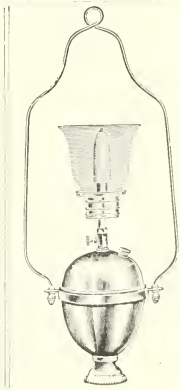

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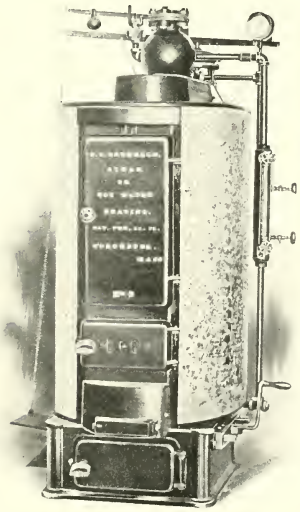

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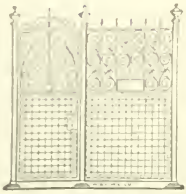

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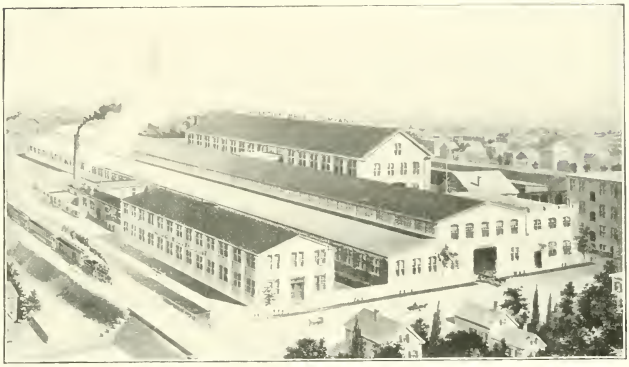

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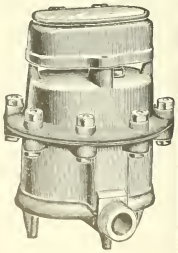

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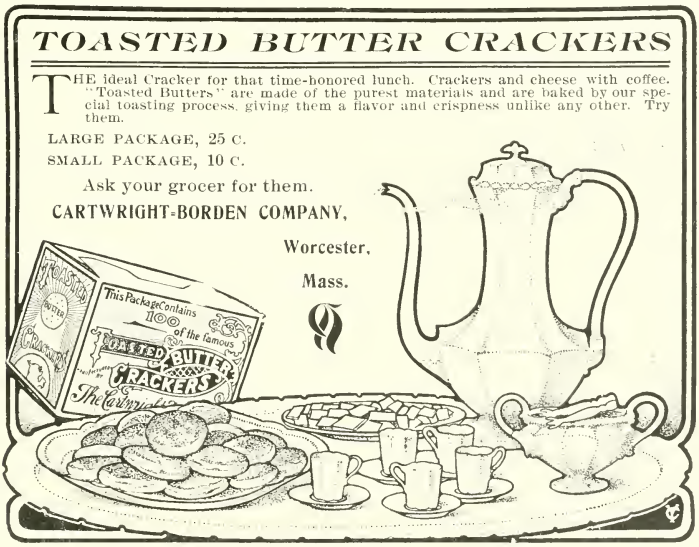

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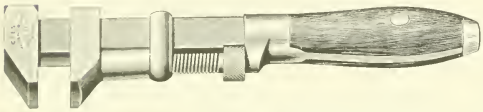

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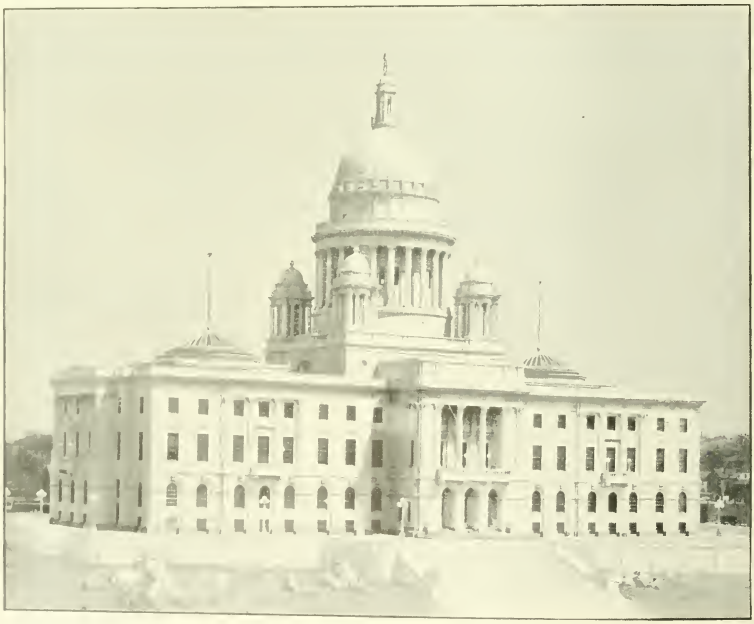

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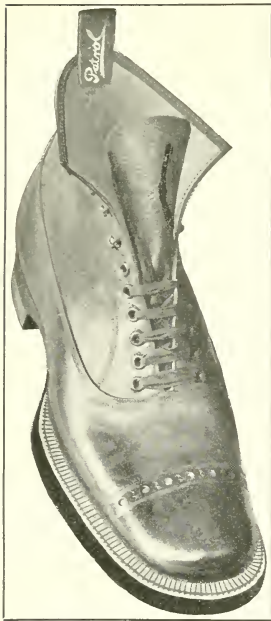

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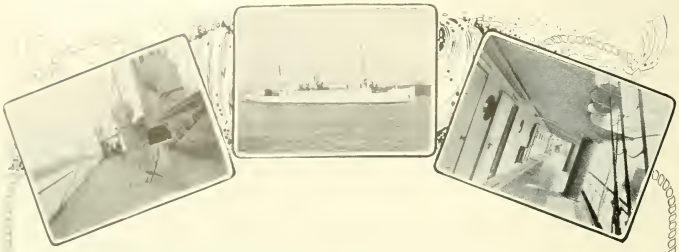

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10 TRAINS A DAY Leave Worcester Via New York Central Lines, as follows: 6.24, 9.40, 11.23, 11.55 a. m.; 1.04, 3.09, 4.39, 7.10, 9.09 p. m.; 1.17 a. m.

For reservations call on W. U. Bixby, Ticket Agent, Union Station. S. S. Van Etten, City Ticket and Passenger Agent, 385 Main Street, Worcester. A. S. HANSON, General Passenger Agent, Boston.

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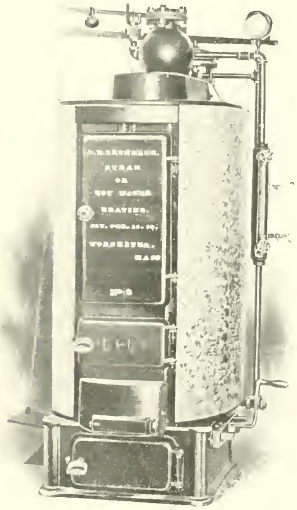

Has your heating plant been sufficient to heat your house the past winter?

If it has, you do not need a new one. If it has not been entirely satisfactory, or if it's a system constructed in the interest of the coal dealer, you need to change before next winter.

Call at office and see the construction of the "Brunelle." If you cannot call and see it, send for booklet which will describe the most perfect and economical fuel-burning heater on the market.

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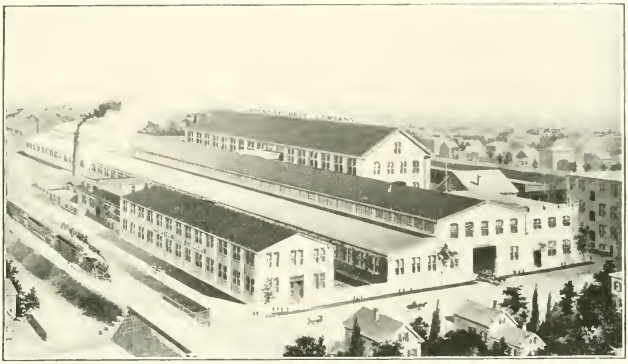

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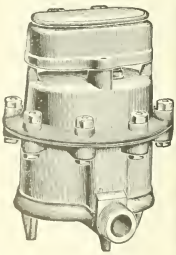

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The Worcester Magazine

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Published monthly by the Worcester Board of Trade, 11 Foster Street, Worcester, Mass. Committee on Publication, Rufus B. Fowler, G. Stanley Hall, Irving E. Comins, Milton P. Higgins, George W. Mackintire. Terms $1.00 a year; single copies, 10 cents. For sale by newsdealers. Entered at the Post Office, Worcester, Mass., as second-class matter, May 10, 1901.

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CONDITION OF THE
Worcester Trust Company

At the Close of Business, April, 15, 1904, as Returned to the Commissioners of Savings Banks

ASSETS

Deposit N. E. States	$107,845.00
Loans to cities, counties and towns	925,413.33
Railroad bonds	253,875.00
Miscellaneous bonds	73,553.32
Miscellaneous stock	21,154.17
Unimproved real estate	20,770.00
Real estate owned	60,000.00
Loans to corporations	3,099,942.35
Time loans with collaterals	1,350,012.67
Demand loans with collaterals	390,912.50
Notes of individuals or firms	1,165,371.86
Loaned account	5,420.82
Safe deposit vaults	20,000.00
Clearing house fund	1,500.00
National banks, in liquidation	800,683.76
CASH—	
In office	570,008.85
In banks	1,448,216.39
	$9,840,665.96

LIABILITIES

Capital stock	$500,000.00
Surplus fund	500,000.00
Interest	12,979.12
Commissions	69.80
Earnings undivided	658.31
Profits and loss	77,456.75
Dividends unpaid	12.00
DEPOSITS	8,749,489.98
	$9,840,665.96

Trust Department

ASSETS

City, county and town bonds	$3,433.75
Bank stocks	11,000.50
Railroad bonds	50,950.00
Railroad stocks	706,711.87
Loans on real estate	595,915.00
Notes of corporations	20,750.00
Notes with collaterals or sureties	32,500.00
Cash on hand	31,829.68
Real estate	74,157.44
Savings bank deposits	92,653.31
Miscellaneous bonds	35,850.00
Miscellaneous stocks	154,096.25
Executors	141,425.45
	$1,957,872.75

LIABILITIES

On trust accounts	$1,790,233.60
Income	26,213.70
As executors, administrators, etc.	141,425.45
	$1,957,872.75

WORCESTER, SS., April 18, 1904.

Personally appeared Sam'l H. Clary, Treasurer of the Worcester Trust Company, and made oath that the foregoing statement, by him subscribed, is true, to the best of his knowledge and belief.

Before me, HENRY A. MARSH, Justice of the Peace.

Then personally appeared Edward F. Bisco, President, and John H. Coes, A. G. Bullock, Thos. B. Eaton, M. F. Worcester, Lorenzo F. Marble, Henry F. Harris, Lincoln N. Kinnicutt, Alexander DeWitt, R. M. Washburn, Charles A. Williams, Rockwood Hoar, Stephen Salisbury and Frank Bulkeley Smith, a majority of the Board of Directors of the Worcester Trust Company, and made oath to the truth of the foregoing statement, before us, to the best of their knowledge and belief.

Before me, HENRY A. MARSH, Justice of the Peace.

BANKS.

WORCESTER NATIONAL BANK, 9 Foster Street. Incorporated as a State Bank in 1804; as a National Bank in 1864. Capital $250,000; surplus and undivided profits $240,000. Dividends April and October; rate past year, 8 per cent. President, Stephen Salisbury; Cashier, James P. Hamilton; Directors, Stephen Salisbury, A. George Bullock, Charles A. Chase, Lincoln N. Kinnicutt, Josiah H. Clarke, James P. Hamilton, Edward L. Davis.

WORCESTER TRUST COMPANY, 448 Main Street. Incorporated in 1868. Capital $500,000; surplus $500,000. Dividends January, April and October; rate past year, 6 per cent. President, Edward F. Bisco; Secretary and Treasurer, Samuel H. Clary; Directors, Charles S. Barton, Edward F. Bisco, A. George Bullock, C. L. Claflin, John H. Coes, Alexander DeWitt, Thomas B. Eaton, William Endicott, Jr., Henry F. Harris, Rockwood Hoar, C. Henry Hutchins, Lincoln N. Kinnicutt, Edwin T. Marble, J. Russel Marble, Philip W. Moen, Neal Rantoul, Stephen Salisbury, Wm. H. Sawyer, Frank Bulkeley Smith, E. D. Thayer, Jr., Robert M. Washburn, George W. Wells, M. J. Whittall, G. Marston Whitin, Charles A. Williams, Robert Winsor.

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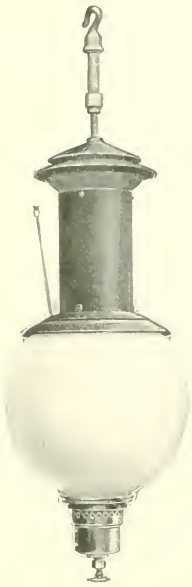

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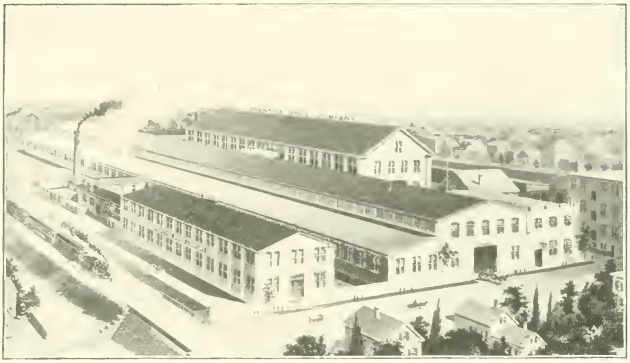

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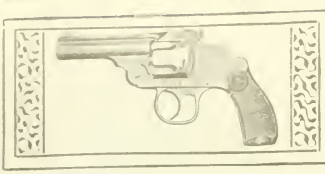

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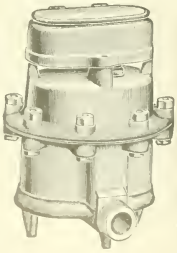

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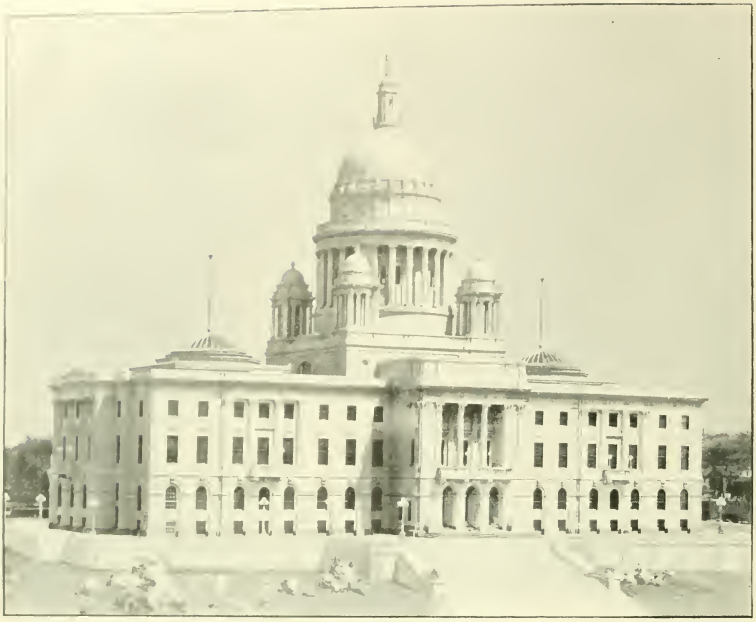

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The Worcester Magazine

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Published monthly by the Worcester Board of Trade, 11 Foster Street, Worcester, Mass. Committee on Publication, Rufus B. Fowler, G. Stanley Hall, Irving E. Comins, Milton P. Higgins, George W. Mackintire. Terms $1.00 a year; single copies, 10 cents. For sale by newsdealers. Entered at the Post Office, Worcester, Mass., as second-class matter, May 10, 1901.

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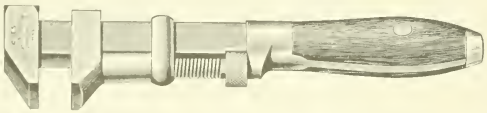

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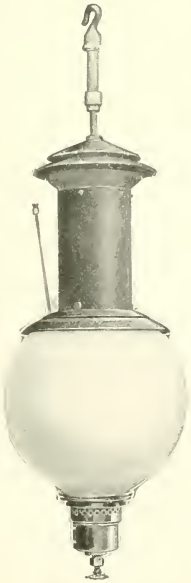

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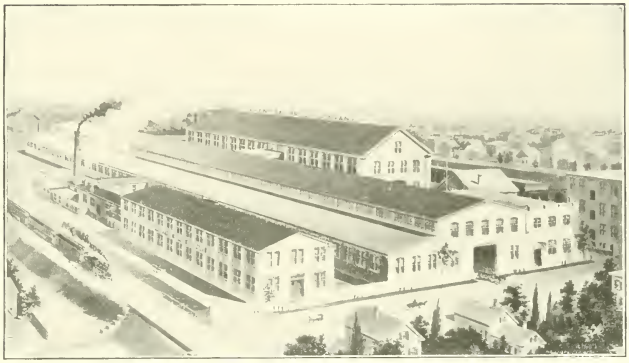

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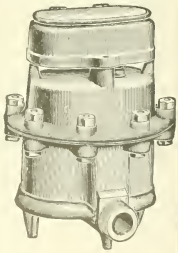

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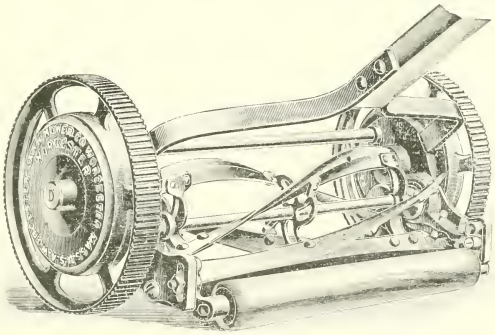

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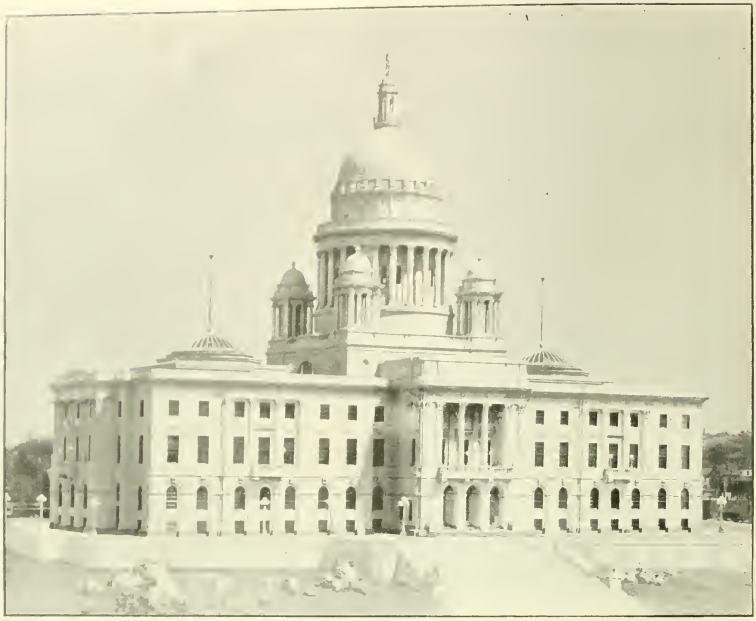

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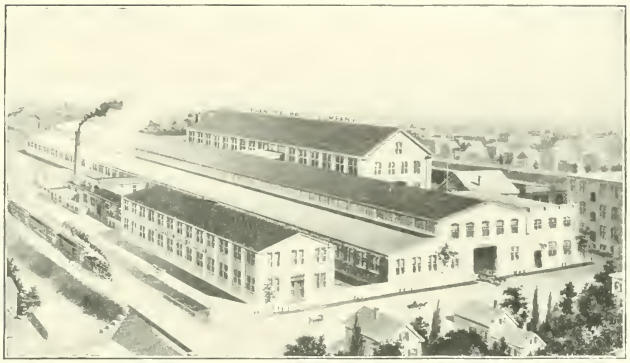

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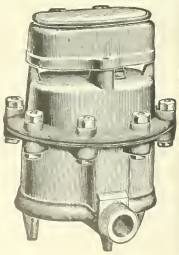

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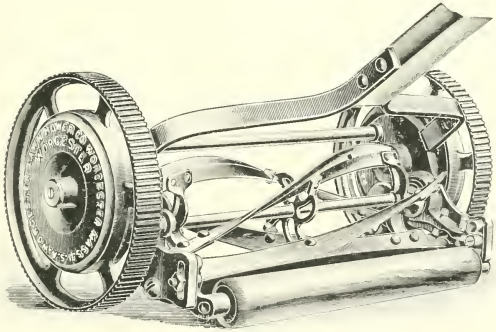

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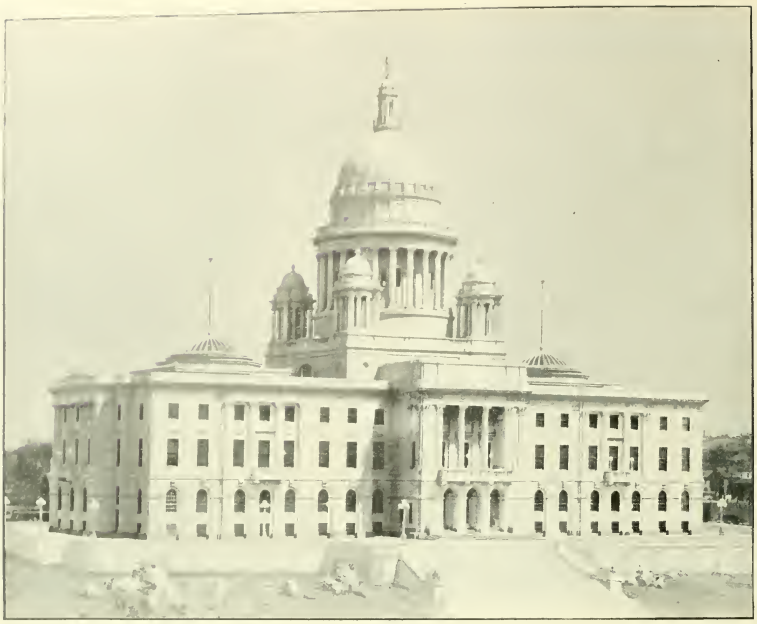

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The Worcester Magazine

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Published monthly by the Worcester Board of Trade, 11 Foster Street, Worcester, Mass. Committee on Publication, Rufus B. Fowler, G. Stanley Hall, Irving E. Comins, Milton P. Higgins, George W. Mackintire. Terms $1.00 a year; single copies, 10 cents. For sale by newsdealers. Entered at the Post Office, Worcester, Mass., as second-class matter, May 10, 1901.

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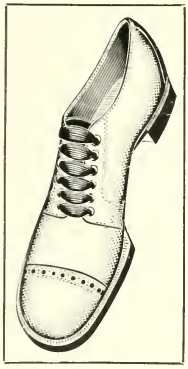

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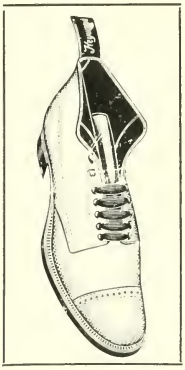

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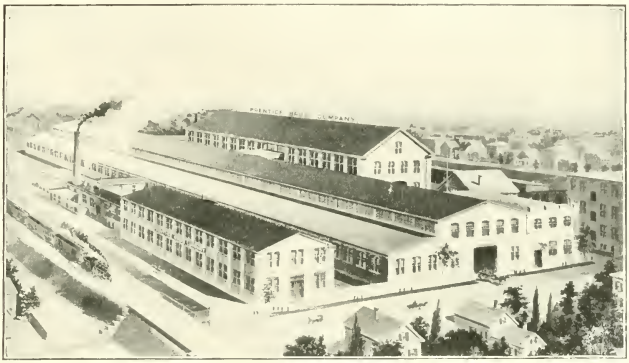

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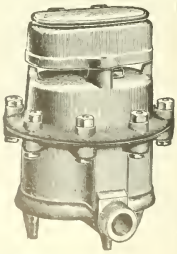

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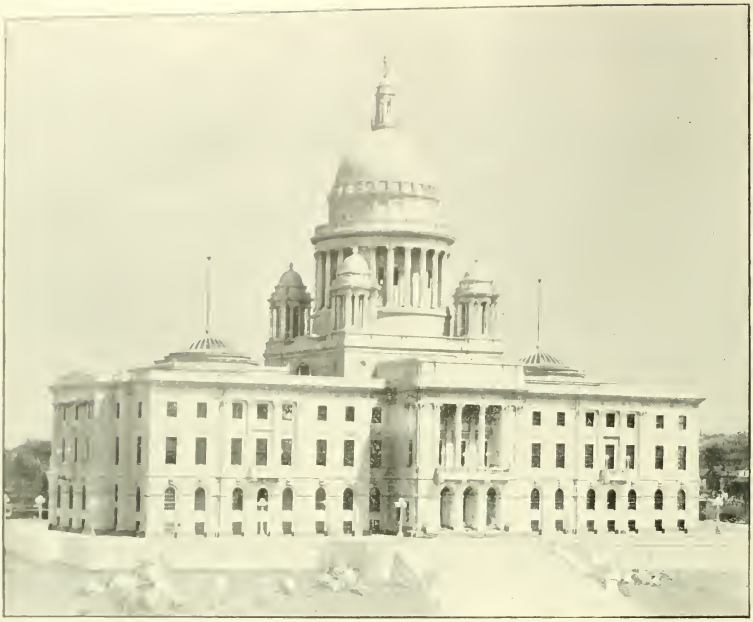

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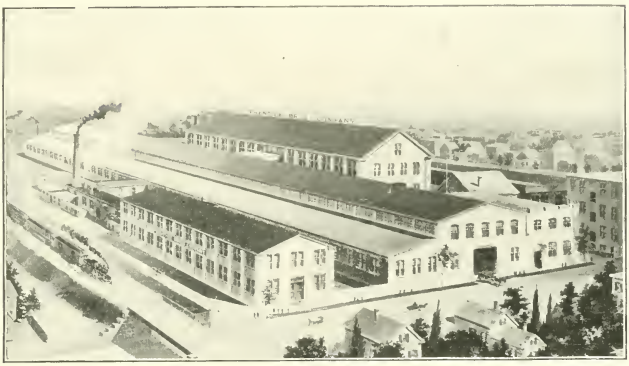

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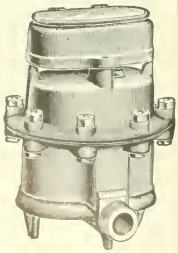

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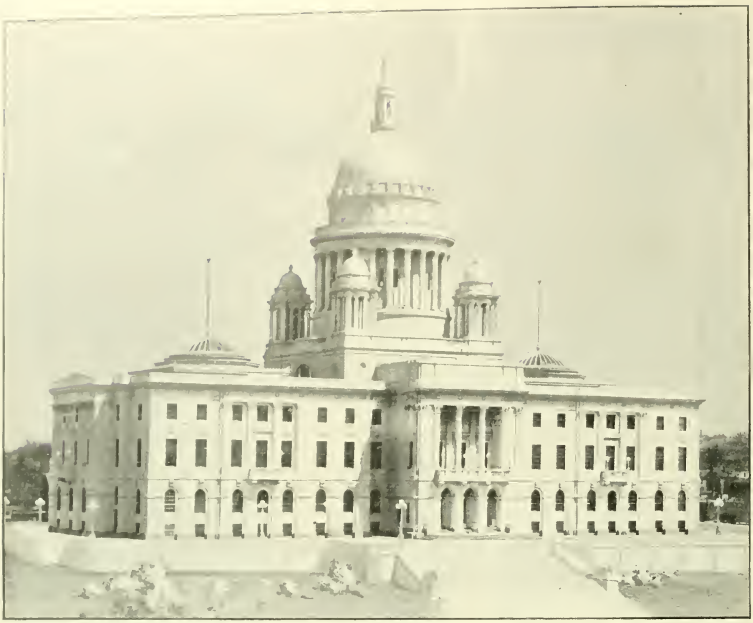

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Published monthly by the Worcester Board of Trade, 11 Foster Street, Worcester, Mass. Committee on Publication, Rufus B. Fowler, G. Stanley Hall, Irving E. Comins, Milton P. Higgins, George W. Mackintire. Terms $1.00 a year; single copies, 10 cents. For sale by newsdealers. Entered at the Post Office, Worcester, Mass., as second-class matter, May 10, 1901.

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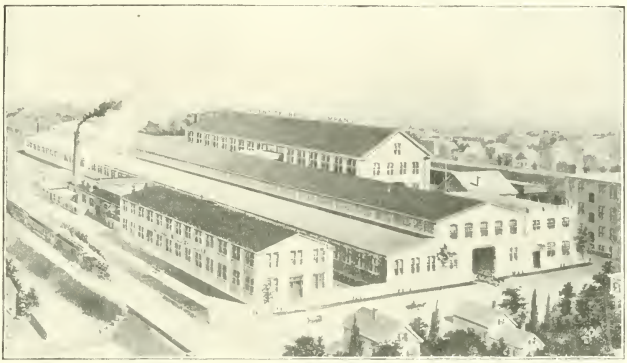

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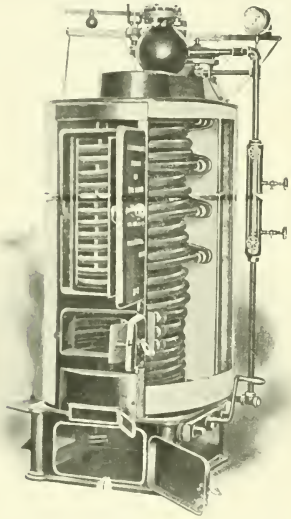

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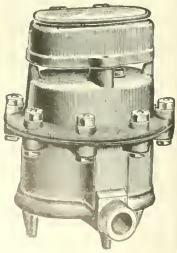

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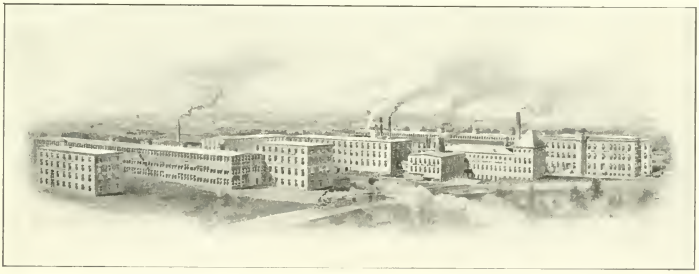

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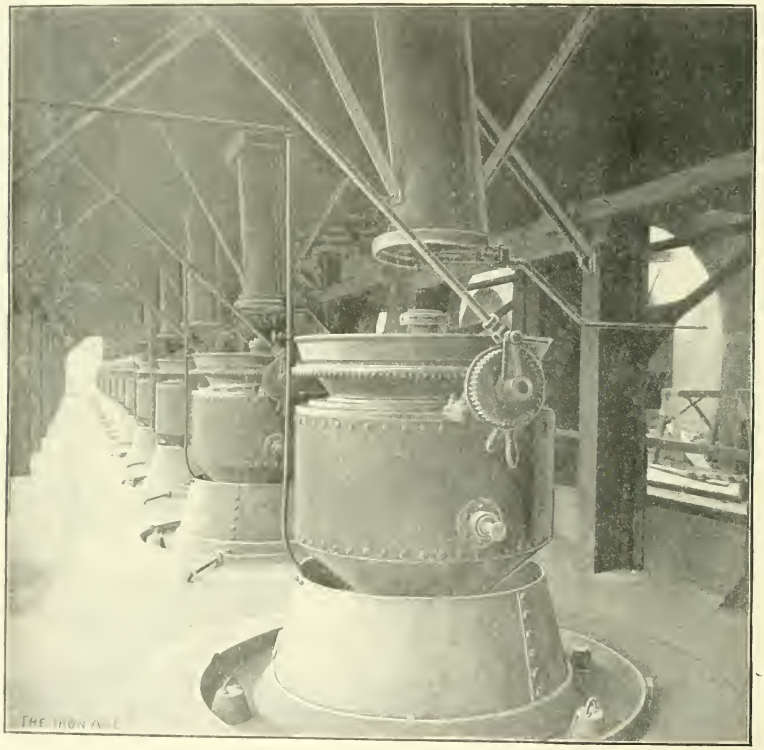

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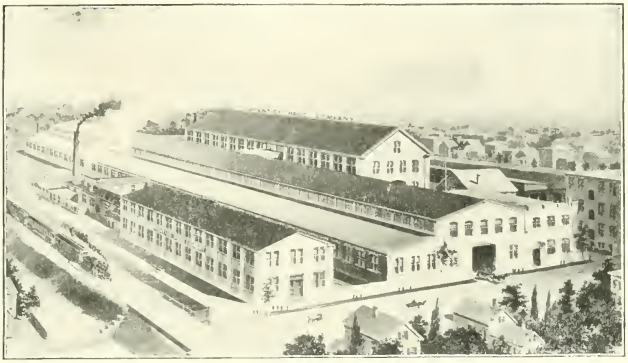

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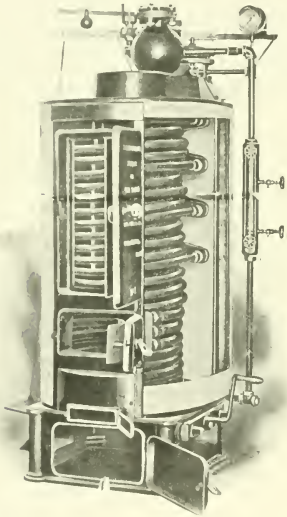

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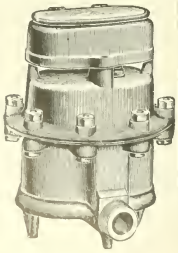

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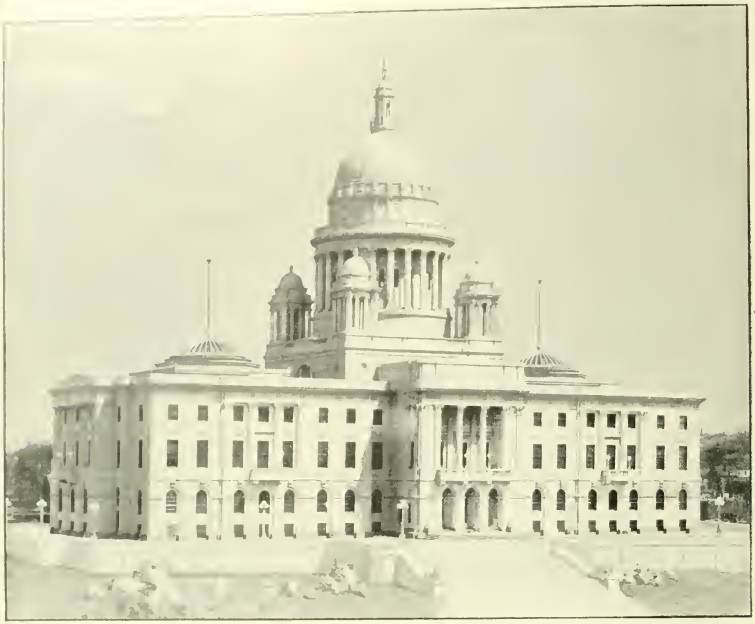

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Published monthly by the Worcester Board of Trade, 11 Foster Street, Worcester, Mass. Committee on Publication, Rufus B. Fowler, G. Stanley Hall, Irving E. Comins, Milton P. Higgins, George W. Mackintire. Terms $1.00 a year; single copies, 10 cents. For sale by newsdealers. Entered at the Post Office, Worcester, Mass., as second-class matter, May 10, 1901.

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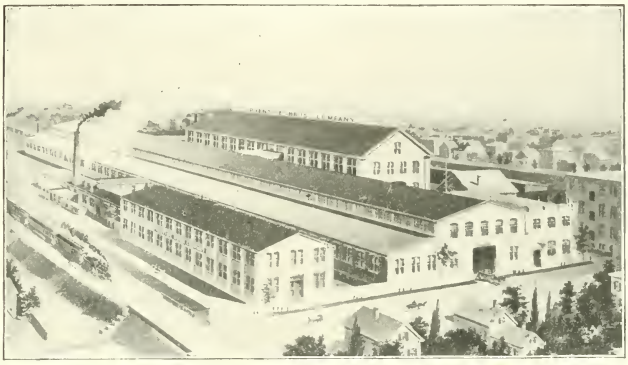

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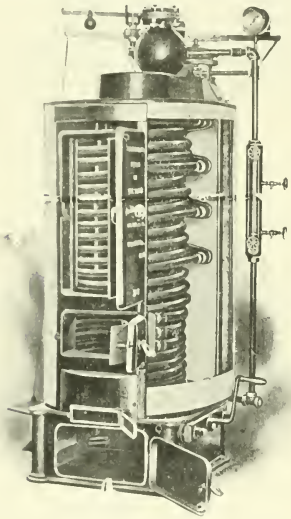

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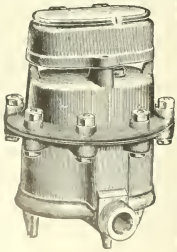

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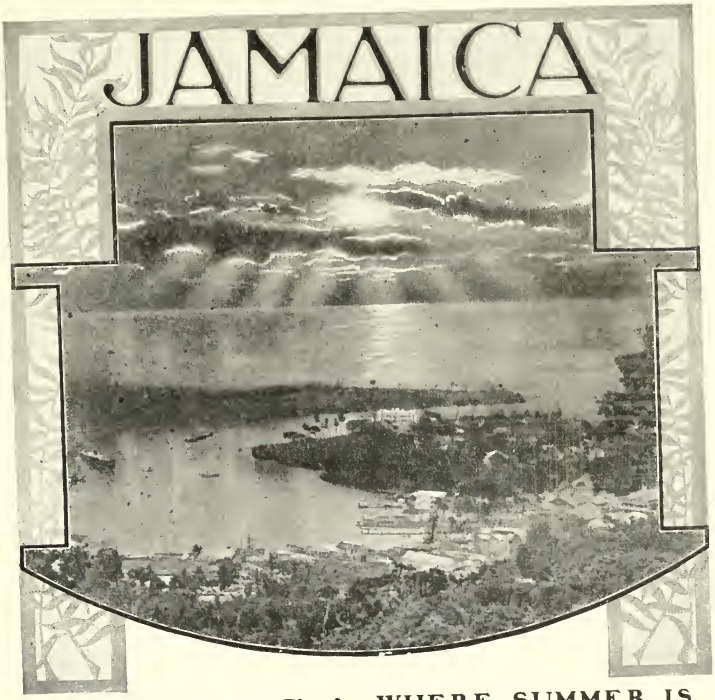

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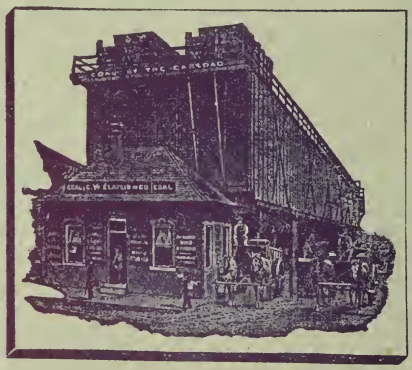

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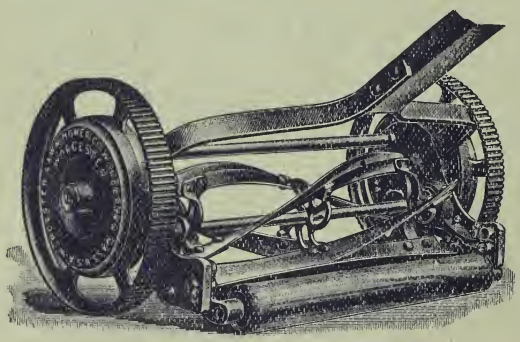

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